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No. 16790, 號十九百七千六萬一第 日六初月正年子壬 HONGKONG, FRIDAY, FEBRUARY 23RD, 1912. 五拜禮 號三十二月二年二十百九千一英港香 PRICE, \$3 PER MONTH.

INTIMATIONS
THE
NEW VICTOR-VICTROLA
STYLE VI.
PRICE \$60.
A PERFECT MUSICAL INSTRUMENT.
INSPECTION INVITED.

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PORTLAND CEMENT.
In Casks 375 lbs. net
In Bags 250 lbs. net
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General Managers.
Hongkong, 29th April, 1906.

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SMOKELESS POWDERS and CHILLER
SHOTS From No. 10 to 888G. at \$5, \$7
and \$7.50 per 100, SPORTING REQUISITES
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Inspection Invited.

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Hongkong, 26th October, 1906.
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University of Pennsylvania, U.S.A.
Telephone 125.
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SURGEON DENTIST,
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WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 Noon Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS.
8.45 p.m. and 9.00 p.m., 9.45 to 11.30 p.m.
every 15 minutes.

SUNDAYS.
7.30 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 Noon Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
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NIGHT CARS as on Week Days.
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Manufacturers of Contrado Condenser, Stone's Manganese Bronze,
and Parsons' Steam Turbines, etc., etc., etc.

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	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
3 Dry Docks (No. 1 ...)	510 ft.	77 ft.	25 ft.
(No. 2 ...)	350 ft.	53 ft.	24 ft.
(No. 3 ...)	714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 715 tons and 12 knots speed, is always ready at short notice.

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	No. 1.	No. 2.
Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	460 Feet.	580 Feet.
" Breadth "	55 "	65 "
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The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
The Floating Dredger, capable of lifting 40 ton weight.
ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION

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CHOICE ASSORTMENT OF
SILK AND LINEN GOODS, GRASS-CLOTH, ETC., ETC.
INSPECTION SOLICITED. PRICES REASONABLE.
Hongkong, 12th April, 1911.

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Steam Navigation Co.
HOMeward PASSENGER SEASON 1912.
S.S. "INDIA." (8,000 Tons.)
CAPTAIN G. W. GORDON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
DIRECT, WILL LEAVE HONGKONG ON MARCH 16th, 1912
CALLING AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND
GIBRALTAR, AND IS DUE TO ARRIVE AT—
MARSEILLES - - - - - APRIL 18th.
LONDON - - - - - APRIL 20th.

The Accommodation in this Vessel is at the
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FARES TO LONDON—
1ST SALOON £71.10 SINGLE; £106.14 RETURN.
2ND " £48.8 " £72.12 "
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TO HIS MAJESTY KING GEORGE V.
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Docking Length 515 ft. | Docking Length 376 ft. | Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material
including tail shafts are kept in stock. Two powerful for boats, floating derrick to
lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers,
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106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private
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Custom-house brokerage and insurance undertaken. Rates moderate.
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"Our Magic" by Macklyn and Devant ...	6.00
"Harper's Camping and Scouting" ...	5.00
"Tee Shots and Others": A Book of Golf, Golfers, Links, Anecdotes and Advice ...	2.75

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"Reason Why" by Elmer Glyn.
"Case of Richard Meynell" by Mrs. Humphrey Ward.

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PHOTOGRAPHIC ALMANAC.

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SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE, VIA DAIREN.
WINTER SCHEDULE.
(EFFECTIVE FROM OCTOBER 28th, 1911.)

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently
equipped Sleeping, Dining, and 1st Class Cars, is operated between Dairen and Changchun
in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct
Steamer Service by the S.S. "KORU MARU" and "SAIKO MARU" (each 2,677 tons) as
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1st Class Fares	Shanghai (Steamer)Lv.		Thurs.	Sun.	Tues.	Fri.
\$40	Dairen (S.M.R. Train) ...Lv.	8.00 a.m.	Sat.	Wed.		
Y 14.95	Mukden " " ...Lv.	3.50 p.m.	Sun.			
	" " " " ...Lv.	4.05 "	"	"	"	"
Y 11.50	Changchun " " ...Lv.	10.30 "	"	"	"	"
	(Russian Train) ...Lv.	*12.30 a.m.	Mon.	Thurs.		Sat.
E 9.60	Harbin " " ...Lv.	* 8.10 "				

Connecting at Harbin with { State Express from St. Petersburg }
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SOUTH BOUND.

SOUTH BOUND.

Connecting at Harbin with			State Express from St. Petrog.	State Express from Moscow	Wagon Lites from Moscow
R 9.60	Harbin Changchun	(Russian Train) ...Lv. (S.M.R. Train) ...Lv.	\$12.00 a.m. 8.40 p.m.	Mon.	Wed.
Y 11.50	Mukden	" " " " ...Ar. " " " " ...Lv.	10.00 5.00 a.m.	Tues.	Thurs.
Y 14.95	Dairen	" " " " ...Ar. " " " " ...Lv.	1.20 p.m. 5.15	" "	" "
Y 40.	Shanghai	(Steamer) ...Lv. " " " " ...Ar.	Noon.	Wed. Fri.	Sun. Tues.

* Russian Train Time is 23 minutes faster than S.M.R. Time. For instance, 6 P.M.
by the former is 5.37 P.M. by the latter.

The above fares do not include the Sleeping Car Supplement and Express Extra Fee.
ANTUNG-MUKDEN LINE—Completely reconstructed into standard
gauge and open for traffic on 3rd November, 1911.

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obtainable at all the Agencies of the International Sleeping Car and Express Trains Co.;
the Nippon Yusen Kaisha, Shanghai, Messrs. Theos. Cook & Son; and Reisebureau der
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THE BEST STREAMING COAL IN THE FAR EAST.
Fresh stocks always on hand at Dairen, Newchwang and Tientsin Depots, and also at

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HONGKONG HOTEL

FINEST HOTEL IN THE FAR EAST
Recently Refurnished and Redecorated.
Large Airy Public Rooms.
Electric Lighting, Lifts and Fans.
Suites de Luxe.
Bedrooms with European Bath and
Lanterns attached.
Perfect Sanitation.
The new Lounge will shortly be complete.
A la Carte Restaurant and Grill Room
Open 1st December.
J. H. TAGGART, Manager

KING EDWARD HOTEL.

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TELEGRAPHIC ADDRESS: "VICTORIA."
Under Entirely New Management.
Thoroughly Renovated.
Terms Moderate.
Excellent Cuisine.
H. HAYNES,
Manager.
Hongkong, 4th January, 1912.

Where to dine TO-MORROW (SATURDAY).

AT THE
GRAND HOTEL

THE BAND of
S.M.S. "SCHARNHORST"
Will Play an Excellent Programme of Music
during and after Dinner.

FREDERICK REICHMANN,
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(late Manager of J. H. LYONS (Trossero
leading Caterers in London, and
GRAND ORIENTAL HOTEL, Colombo).
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TELEGRAPHIC ADDRESS: "COMPOST,"
Hongkong.
Hongkong, 23rd February, 1912.

"BRAESIDE."
PRIVATE HOTEL.

STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Rooms, every home comfort.
Fine View of the Harbour.
Telephone No. 690.
Apply to Mrs. F. W. WATTS,
"Braeside," 20, McDonnell Road,
Hongkong, 4th December, 1907.

VICTORIA HOTEL
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SITUATED IN THE CENTER OF PRATA GRAND
Both Hotels electrically lighted, and under
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GUIDES AND CHAIRS PROVIDED.
Every information and Special attention given
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REASONABLE RATES.
WM. FARMER
Proprietor.

NOTICE.

ROYAL GEORGE HOTEL.

M. H. RUTTONJEE begs to inform
the Public that no increase wherever is
made upon the rates advertised for accommoda-
tion at the Royal George Hotel, Kowloon.
He is obliged to make this announcement as his
ability to cater at such low prices has been ques-
tioned. For public information he begs to state
that he is enabled to do so as he is a direct
importer of Wines and Provisions, owner of the
Hotel property and has the services of a Manager
of nine years' experience in the Palace Hotel,
Shanghai. Nothing more need be said.

H. RUTTONJEE,
Proprietor.
M. J. NATHAN,
Manager.
Kowloon, 8th February, 1912.

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19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS.
STORE.

CLAMATION



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& CO., LTD.,**

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CHAMPAGNE**

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REIMS,
VIN BRUT AND VERY DRY.
Price per Case:
1 doz. qts. \$58.00; 2 doz. pts. \$60.00.

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**GUARANTEED VINTAGE
WINE.**

It is the most popular wine in England and Europe to-day and invariably figures on the menus of Banquets, Dinners, and Suppers given by Raigning Monarchs, Ministers of State, Merchant Guilds, Sporting Clubs, etc., etc.

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HEIDSIECK MONOPOLE (RED SEAL)
Per Case: { 12 Qts. 24 Pts.
\$53.20 \$55.20
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Per Case: { 12 Qts. 24 Pts.
\$51.20 \$54.20

As supplied to HIS MAJESTY THE EMPEROR OF GERMANY.

**CREME
D'EPERNAY**

CHAMPAGNE OF FINE QUALITY.
Per Case 1 doz. qts. \$34.
" 2 doz. pts. \$36.
" 4 doz. splits \$38.00

**KUPFERBERG
GOLD**

Per Case { 12 Qts. 24 Pts.
\$33.40 \$35.90

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LIMITED,
ALEXANDRA BUILDINGS**

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Only communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
All letters for publication should be written on one side of paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
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HONGKONG OFFICE: 10A, DES VOGES ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, FEBRUARY 23RD, 1912.

Few of our readers can have failed to remark the appeal which is being made by Chinese shops to the native populace for a change of fashion in dress. During the past few months in every coast port, at least, hundreds of Chinese have garbed themselves in Western style. The discarding of the queue was first followed by the casting aside of the old style of round cap with the button on the top, and in its place we have seen the streets peopled with crowds of men wearing the Western cloth cap and felt hat in an infinite variety of shapes and shades of colour. The cap is proving in large numbers of cases but an introduction to an entire change of dress. By the Chinese it seems to be regarded as "inevitable" that a change of the national costume should follow the cutting of the queue. It must be admitted that the style of clothing in vogue in the West though by no means so picturesque, has certain advantages over that which for untold centuries has been the vogue in the East, but the preference for Western attire is not dictated so much by considerations of comfort as by the spirit of revolt against everything associated with "Old China." In many parts of the country the change which is taking place is viewed with considerable uneasiness, not to say alarm, for a general change in this respect is regarded as involving

ruination to China's principal industry—Silk. In the raising of silkworms and the spinning and weaving of the beautiful silks for which China has long been famous millions of people find daily employment, and though it is well that a note of warning should be sounded so that the people of China may be awakened to the important economic aspects of the change, we doubt very much whether the silk industry is really as seriously threatened by this cause as it is by another to which we shall presently allude. We notice that one of the Chinese papers published in Peking, while advocating a change in the style of dress, makes an appeal for adhering to the silk fabric. It is pointed out that there is an increasing demand for silks in the West, and if the Chinese people are to be "in the fashion" they must not show any marked preference for woollen clothes. All through the article the writer presses upon his readers the economic aspect of the change, but it seems to us that the argument would be strengthened by an appeal to considerations of comfort. The salvation of the silk industry is the climate of China. In the North as well as in the South, the great heat of the summer will be found to make silk, for the well-to-do Chinese, "the only wear." We doubt very much whether a change of costume will be very sudden or very general in China, and if it prove detrimental to the silk industry at all the effects will be so gradual as to avoid any serious industrial crisis, since ample time will be afforded for a gradual readjustment of the labour market to the changing circumstances. There would be no need to feel alarmed about the future of the silk industry in China if greater care were exercised over its production, and if those engaged in the industry were to improve upon their present primitive methods. In every Consular report from the silk centres there is complaint on these points. From the latest Report of the British Consul at Canton we may quote the following:—"Before any real improvement can be brought about a large expenditure of money is required, in order principally to bring the flatures up to date; but the natives maintain that there is no necessity for this so long as they can easily dispose of all production, and they distrust the opinion that, by bringing their flatures up-to-date the additional cost would be compensated for by more silk being obtained from the cocoons and therefore less refuse (waste), and that by improving the quality better prices would follow. The fact of the matter is that the industry is in the hands of people with restricted capital, who cannot afford to launch out into heavy expenses, and owing to the careless and costly working of the flatures heavy losses have been sustained in previous years to such an extent as to frighten capital away. If the industry were put on a proper business footing and admitted foreign management and foreign capital, success would be assured; but it is feared that a long while will elapse before these advantages can be instilled into the native." We commend this extract to the notice of the Chinese Press, which is concerned about the future of the industry. If the demand for silk in China should fall off, the export would certainly increase if the producers would endeavour to meet the requirements of buyers.

The German mail of the 24th January was delivered in London on the 21st inst.

The Japanese battleship *Kawachi*, 20,800 tons, just completed at Yokosuka, has now been commissioned.

Yesterday the war-ships in the harbour were decorated with bunting in honour of Washington's Birthday.

The Band of S.M.S. *Scharnhorst* is announced to play during and after dinner to-morrow night at the Grand Hotel.

Mr. A. Shelton Hooper, who is travelling home via Siberia, on leave, proceeds to Japan, en route for Vladivostok by the *Empress of Japan* sailing at daylight to-morrow.

Captain R. Swain, of the N.Y.K. *Shang-hai* liner *Kasuga Maru*, is resigning this month, and with Mrs. Swain will leave for home by the *Mishima Maru* which leaves Yokohama on the 18th proximo. Captain Swain entered the Nippon Yusen Kaisha in 1883, and commanded transports during the wars with China and Russia. He is one of the most popular of captains.

His Excellency gives an Official Dinner at Government House to-night, in honour of H.E. Vice-Admiral von Krosigk, to which the following have been invited—Captain Rosing, Captain Tiesmeyer, Mr. Klasing, Captain Luppe, Mr. Claud Severn, Mr. Clementi, Mr. and Mrs. Pollock, Mr. and Mrs. Ross, Miss Bernard, Mr. and Mrs. Gresson, Mr. Landale, Captain Cayley, Commodore and Miss M. Eyres, General and Mrs. Heath, Mrs. Wood, General and Mrs. Anderson, Captain Simonds, Colonel and Mrs. Irwin, Dr. and Mrs. Stedman, Mr. and Mrs. Ede, Dr. and Mrs. Voretzsch and Mr. S. Imai.

TELEGRAMS. TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE KOREAN PLOT.

Tokyo, February 22nd.

The campaign against the Koreans who were charged with plotting against the life of Governor-General Terauchi has culminated in the arrest of an American missionary who is Principal of a school in North Korea. Other arrests are expected.

[THROUGH REUTER'S AGENCY.]

ANGLO-GERMAN RELATIONS.

PROSPECTIVE POLITICAL AGREEMENT.

LONDON, February 22nd.

Reuter's correspondent at Berlin states that the *Lokal Anzeiger*, which is frequently inspired, announces that the Anglo-German negotiations are taking a thoroughly satisfactory course, and that the world has best ground for looking to the future with full confidence regarding the maintenance of peace. A kind of protocol is being elaborated in London, in which the views and standpoints of the two Governments on all great questions are laid down in order that every conflict of interest may in future be discussed and avoided. It constitutes not an entente but a complete political agreement on all possible points of conflict.

LATER.

Reuter's correspondent at Berlin telegraphs that a semi-official Note has been issued to the effect that the statements in the *Lokal Anzeiger* are purely conjectural and are therefore likely to raise false hopes and unfounded apprehensions.

BRITISH LABOUR TROUBLES.

THE CONFERENCE AT THE FOREIGN OFFICE.

LONDON, February 22nd.

It is officially announced that at the Coal Conference Mr. Asquith will be accompanied by Sir Edward Grey, Mr. Lloyd George, Sir Llewellyn Smith, and Sir George Asquith.

The coal-owners and miners this afternoon accepted the Premier's invitation. The most important point in the situation is that the English owners have conceded the principle of a minimum wage, although there is still disagreement as to a number of technical details. This is regarded undoubtedly as a success for the men. It is expected to greatly influence the situation in Wales and Scotland.

The International Miners Federation has met in London and discussed sympathetic action.

LATER.

Mr. Hartshorn, the leader of the Welsh miners, in a speech at Muesetg, predicted that March 1st would begin the new epoch, as the day when a million workers would rattle their chains together and declare that they would no longer be slaves.

Mr. Hartshorn added that the miners executives were of the unanimous opinion that nothing could be gained by Government intervention.

The Archbishop of Canterbury has issued a prayer during the present crisis.

COAL FOR THE ADMIRALTY.

LONDON, February 22nd.

In addition to large purchases of American coal the Admiralty has arranged for the balance of the coal from Welsh collieries on the Admiralty list to be sent to Home dockyards. The Admiralty has also chartered steamers, to load immediately.

ENGLISHMAN WEDS INDIAN PRINCESS.

LONDON, February 22nd.

Princess Pretiva, sister of the Maharajah of Cochin Behar, was married in Calcutta to an Englishman named Lionel Mander, nephew of Sir Charles T. Mander, who was at one time Mayor of Wolverhampton.

The wedding, which was rendered most picturesque by the presence of so many Indian costumes, was conducted according to the Brahmosamaj rites. Lord and Lady Hardinge, Prince and Princess William of Sweden, and other prominent people were present.

THE NAVAL PRIZE BILL.

LONDON, February 22nd.

At question time in the House of Commons Mr. Asquith announced that the Government would re-introduce the Naval Prize Bill this session.

[THROUGH REUTER'S AGENCY.]

THE INSURANCE ACT.

LONDON, February 22nd.

An Employers' Parliamentary Association has been formed in Manchester with Sir Charles Macara as president to secure the postponement and amendment of the Insurance Act.

The British Medical Association, after a fourteen hours' conference on the Insurance Act yesterday, adjourned. It is understood that they have decided not to refuse to treat with the Insurance Commissioner while adhering to their demands for adequate remuneration.

BYE-ELECTION AT MANCHESTER.

LONDON, February 22nd.

A bye-election is rendered necessary at Manchester, owing to the appointment of Sir Arthur Haworth as Junior Lord of the Treasury, as successor to Mr. Guest, who has been appointed Treasurer to the House.

BIG COTTON FIRE IN NEW YORK.

LONDON, February 22nd.

Reuter's New York correspondent telegraphs that 45,000 bales of cotton, valued at \$2,000,000, were destroyed by fire at Houston, twenty-five blocks of buildings being demolished.

M.C.C. IN ARGENTINE.

LONDON, February 22nd.

Argentina in their first innings compiled 209 and in the second 136 for 6 wickets. The Marylebone team in the second innings made a total of 157.

OBITUARY.

LONDON, February 22nd.

The death is announced of Canon Sir James Erasmus Phillips, father of Owen Phillips and other distinguished sons.

THE TOKYO LOAN.

LONDON, February 22nd.

The Paris portion of the Tokyo loan is largely over-subscribed, at a premium of one and a quarter per cent. The London and New York portions were issued to-day, the former at 98 per cent. and the latter at 97½ per cent.

AUSTRIAN POLITICS.

LONDON, February 22nd.

Dr. Billinski, formerly Austrian Minister for Finance, and Governor of the Austro-Hungarian Bank, has been appointed Minister for Finance for Austro-Hungary, replacing Baron Burian, who has resigned.

THE IMPENDING DEPARTURE OF H.E. THE GOVERNOR.

We understand that His Excellency the Governor intends to leave the Colony with Lady Lugard on the 16th March. An Address will be presented to him by the community, the following gentlemen having undertaken to prepare the Address—Hon. Sir Paul Chater, Kt. C.M.G., Hon. Mr. E. A. Hewett, C.M.G., Hon. Mr. E. Osborn, Hon. Dr. Ho Kim, C.M.G., Hon. Mr. Wei Yeh, C.M.G., Hon. Mr. H. E. Pollock, Hon. Mr. C. H. Ross, Messrs. J. W. C. Bonnar, C. W. Dickson, C. M. Ede, G. T. Edkins, C. S. Gabbay, T. F. Rought, F. C. MacDonald, G. H. Medhurst, E. Shellin, N. J. Stabb, M. Stewart, and C. A. Tones.

SUCCESSFUL MOTOR BOAT TRIALS.

On Thursday last took place a series of highly successful trials, when the two motor boats built by W. S. Bailey & Co., Ltd., for the U.S. Government ran their official trials over the measured mile course in Kowloon Bay. These vessels are each 70 ft. in length by 15 ft. beam, and are fitted with mast, boom, and winch, with the necessary gear, for towing and submarine cable work in the open sea of the Philippine Coast. The boats are very strongly built of teak and Manila hard woods, and specially designed to withstand rough seas and hard usage. The motor engines, each of 100 horsepower, are of the Speedway six cylinder type, using petrol as fuel, and upon the trials worked perfectly both in steady running and when reversing or manoeuvring. The builders' contract called for a speed of 8 knots upon six continuous measured mile runs at load draft, and these conditions were amply fulfilled, the average speed attained being 9½ knots loaded and 10 knots when light. No trouble of any kind was experienced with the motors, and a stiff North-East breeze and lumpy sea proved the vessels good sea-boats. Mr. John Ross, Superintendent Engineer of the Quartermaster's Department, Manila, and Mr. Thomson, of Messrs. Carmichael & Clarke, watched the trials on behalf of the U.S. Government, and the vessels were under the command of Capt. James B. Wood.

A HISTORIC CEREMONY.

(BY LEE HOON-KING IN THE "N. C. DAILY NEWS.")

NANKING, Feb. 15.

To-day a most interesting and historic event, crowning the struggles of the revolution, took place at the Ming Tomb, situated not far from the north-east wall of the city of Nanking. The President of the Chinese Republic repaired thither to offer sacrifices in the national fashion to the founder of the Ming dynasty and to declare to the spirits of the departed ancestors of the Chinese nation the establishment of a free republic and the annihilation of the power and prestige of the national enemy.

START OF THE PROCESSION.
The morning was cold and misty, but the vicinity of the President's residence was early astir with the movements of troops, and crowds of people from all quarters. The Residence was decorated with flags of all nations, in the midst of which were the rainbow-coloured flags of the Republic. Troops from every province were represented. They lined the route and massed in great strength in front of the tombs. The Presidential party, consisting of his bodyguard and the Minister of War and his staff, rode out amidst the strains of national music by the army band. The cavalcade passed through historic scenes—the old Tartar city, the ancient Ming Palace, whose grim walls reverberated to the sounds of the martial music, and the shouts of the people.

The monuments that have stood silent sentinels for so many centuries seemed to acquire a new significance. As the troops, and the President's party, marched past these monuments and the figures of ancient warriors, one felt what feelings of joy, enthusiasm, and triumph must have filled the assembled people. As the Presidential party approached the Tombs the orders of the officers were passed from company to company in succession, and the wave of the sounds produced by the movements of the troops in coming to a general salute, had a most impressive effect. From the hillside the waves, like rise and fall of the long line of bayonets, the rows of soldiers, in all colours, the numerous flags and banners, the gathering with glad faces, all formed a group worthy of the occasion and indeed enough to wake up the great warrior founder of the Ming.

UPON THE TOMBS.

The elements themselves seemed to have caught up the spirit of the great concourse. The heavy clouds passed away, and the sun shone brightly upon the President as he rode up to the great portals of the historic tombs. True to the profession he had made to the nation he also exemplified, by proceeding to perform a national ceremony of the utmost historic importance, the great virtues of our sage emperors of whom Confucius taught and of whose wisdom our national poets and historians have lavished their praises in successive ages. Almost pale with emotion, the President looked as if the historic associations overwhelmed him. Silent, serious, and disinterested, as befitting the occasion, he dismounted after entering the great courtyard of the people and the detonations of fireworks, to mount the steps to the first pavilion in the mausoleum. Passing through the building the party moved to the second pavilion, where a short rest was taken; then the steps on the other side were descended and the long paved path to the tomb was traversed; the tunnel under the main wall on which the chief buildings of the mausoleum stood was passed, and the top, where stand the sacrificial altars, was reached by a slope up the side.

TO THE DEPARTED KINGS.

From the verandah, which was lined with troops, the whole city with its awe-inspiring walls, the Purple Hill, the water courses, and the distant mountains could be surveyed at a glance. Entering the archedway the party came to the now roofless central court. At the far end, facing the entrance, was suspended a life-size, ancient but splendid water-colour painting of the Emperor Chu Hung-wu, the founder of the great Ming dynasty. Immediately in front stood a large Imperial tablet bearing letters in gold: "The of the Ming Dynasty." On the table were spread the historic articles sanctioned by ancient ceremonial for offering sacrifices to the departed Kings. Two large red candles were burning brilliantly, and an incense burner in the centre sent forth wreaths of aromatic smoke.

THE CURSE REMOVED.

The President and all present uncovered, and made three profound bows before the tablet. Then a secretary read the President's announcement to the spirit of the great Chinese hero. This over, the President turned about and made a spirited address to the assembly. He was speechless with emotion for a minute. Then he briefly declared how, after 266 years, the nation had again recovered her freedom, and now that the curse of Manchu domination was removed, the free peoples of a united republic could pursue unhampered their rightful aspirations. He prophesied that a united and free China must enjoy glory and prosperity.

THE COPING STONE.

Altogether the ceremony was well conceived and successfully carried out. From a historic and national point of view, it is worth more than ten victories and puts the President Sun Yat-sen devoted the best part of his life and for the completion of which the whole Chinese people of 400,000,000 have patiently prayed, secretly laboured and finally accomplished. The event will stir up the noblest sentiments of the nation and will prove that we Chinese are as proud of our past traditions as ever, albeit we are anxious to learn everything that is new. Were it possible, the spirits of our ancestors would have risen to greet us to-day. By one act of simple homage to a great national hero, whose house was cruelly destroyed by the Manchu usurpers, the President of the Chinese Republic as the representative of a

free people has vindicated our national prestige and planted anew the spirit of a great nation sustained by the glory and heroism of a glorious past. Thus all at once the glorious traditions of our race become inspiring sentiments, and by the adoption of a ceremony as old as the antiquity of our nation, the new Republic will be no infant among the nations of to-day, but will take her place in due time, as the restoration in pristine vigour and excellence of one of the oldest civilizations of mankind.

STORY OF A GLASS OF MILK.

COLLARS, PAVING-STONES, AND EXPLOSIVES FROM THE COW.

Discussing "The Story of a Glass of Milk" recently at the London County Council Technical Institute in Vincent Square, Westminster, Mr. W. J. Melhuish, lecturer in dietetics, said that of the two proteins in milk, one—casein—was not only for cheese-making, but for synthetic celluloid for collars and bush backs. It might be made so hard that it could be used for paving stones and for sculpture. Lactose milk sugar could be made into a very powerful explosive in combination with nitric acid. Milk in its early stages was slightly germicidal, but very soon the germs began to grow in a remarkable way; and at first the amount of bacteria in butter was almost appalling. A grain had been known to contain fifty millions, but in one day the fifty millions decreased to twenty-six millions. The numbers afterwards rapidly declined. In Holland, added the lecturer, they were living in hopes of the day when they would be able to make every kind of cheese they liked, green, ripe, "walking or talking," just by dropping into it the right kind of bacteria.

The whey which was left over from cheese-making was valuable for commercial purposes such as mixing with paint, though in this country it was often given to pigs as a waste product. As to the mineral ash in milk, he was hoping to realise his ambition of utilising it as manure.

KING GEORGE AS AN ORATOR.

A FRENCH APPRECIATION.

Writing in the *Opinion* on "King George as an Orator," M. Jacques Bardoux, who after studying his Majesty's printed speeches confesses himself disappointed to find in them no harmonious periods or lyrical flights—a characteristically French criticism which every Englishman who has heard his Majesty speak will construe as a high compliment—says a tribute to the King's Indian speeches, which, he says, have certainly contributed to strike the imaginations and to stir the senses of his Majesty's Oriental subjects. King George, he thinks, was never more happily inspired, and spoke to his Indian subjects in sincere and moving accents. The writer cites several notable passages in these speeches and describes how the Bengal students, thirsting for Western science, in response to the educational prospects held out to them by his Majesty, threw themselves at his feet in adoration and homage. The article concludes:—"With different means and different qualities, King George V. wins today in India, and will win in the near future in Paris, the diplomatic successes of Edward VII."

LAUNCH OF A NEW N.Y.K. STEAMER.

The long list of ships built at the Mitsui Bishi Dockyard and Engine Works, Nagasaki, for Japan's premier steamship company, the Nippon Yusen Kaisha, has been lengthened by the successful launch of the *Yokohama Maru*. The *Yokohama Maru*, says the *Nagasaki Press*, is the first of a new type of vessel to be built at the Dockyard. She is to be employed on the service between Hongkong and Seattle and is designed mainly for the conveyance of freight, although she will have some excellent passenger accommodation. "The vessel was laid down on April 1, 1911, and the vessel is to be transferred to the owners in May of this year. She is a steel, twin-screw steamer, with shelter deck, and her dimensions are as follows:—Length over all 415.5 feet. Length between perpendiculars 400 " Depth 30 " Tonnage, gross 6,200 tons. Engines are to be triple-expansion reciprocating, capable of driving the ship at a speed of 15 knots an hour, and she will have four cylindrical boilers. She has been built to Japanese Government requirements and under the supervision of Lloyd's Surveyors, and will be classed 100 A1 at Lloyd's. The cabin accommodation is sufficient for 28 first-class passengers, all berthed amidships. There will also be accommodation for 216 steerage passengers.

BRACELETS AS LOVE TOKENS.

One could wish, says a writer in a London journal, that Livy had entered into a more detailed description of those golden bracelets worn by the Sabine soldiers, and which tempted Tarpeia by their beauty to betray the Roman blockade into their hands. They, too, must have been considerably massive, for when they repaid the treason by hurling the ornaments at her head, their weight was sufficient to crush the traitress to death. During the fifteenth and sixteenth centuries bracelets were worn in Europe by both sexes, and largely used as love tokens. A notable bracelet was that presented to Queen Elizabeth by the Earl of Leicester. It was of gold, set with rubies and diamonds, and in the clasp was a small watch, adorned on the ends with a large lozenge diamond. The most famous bracelet of modern days is, no doubt, one in the possession of the Shah of Persia. It formerly belonged to the Emperor of China, and contains the famous stone known as the "Son of Light," a diamond of dazzling brilliance and great size. If the bracelet is ever to gain the favour in which it was once held, greater art must go to the making of it than is the case at present. Modern dress, with its allowance for the day wear, adapts itself admirably to the display of the bracelet, and there is therefore every reason why it should again become a popular form of ornament. Even the tight velvet bracelet, with jewelled clasp, so much in vogue in the Victorian era, is preferable to the machine-made product of to-day, while the plated hair ornament at least has something of the symbolism in its nature. Much might be done by individual handicrafts men, and by stimulating originality of design in this direction among the pupils of schools of art.

HONGKONG JOCKEY CLUB.

ANNUAL RACE MEETING.

DERBY DAY.

Stewards.

His Excellency Sir F. J. D. Lugard, G.C.M.G., C.B., D.S.O.; His Excellency Vice-Admiral Sir A. L. Winslow, R.N., K.C.B., C.V.O., C.M.G.; His Excellency Major-General C. A. Anderson, C.B.; Commodore C. J. Eyres, R.N.; The Hon. Sir Paul Chater, Kt., C.M.G.; The Hon. Mr. C. H. Ross, T. S. Forrest, Esq.; G. Friesland, Esq.; H. J. Gedge, Esq.; Capt. H. K. Hughes; Henry Humphreys, Esq.; C. Gordon Mackie, Esq.; N. J. Stabb, Esq.; H. P. White, Esq.

Stewards in charge of the Scale.—The Hon. C. H. Ross and C. Gordon Mackie, Esq. Handicapper.—H. P. White, Esq. Judge.—H. E. Major-General C. A. Anderson. Assistant Judge.—Capt. H. K. Hughes. Starter.—H. J. Gedge, Esq. Second Starter.—M. W. Slade, Esq. Timekeeper.—M. S. Sassoon, Esq. Hon. Treasurer.—R. C. Edwards, Esq. Clerk of the Course.—T. F. Hough, Esq.

Wednesday being Ash Wednesday, was a day not so far as racing was concerned, but the interest in the annual race meeting on Thursday was deepened, doubtless because the card included the classic event of the meeting, the Derby. At any rate the attendance and the sport was better than the most sanguine expected, having regard to the rain which fell over night, rendering the course very heavy and making the outlook very depressing. The fates proved fairly kind after all, and although the sun did not succeed in piercing the clouds the rain held off and the conditions were mild and agreeable, so much so that the ladies assembled in as great numbers as ever they have been seen and in as fine frocks as ever graced the course. The numbers within the enclosure certainly seemed as great as on previous occasions, while the huge mass of Chinese on the green ward on the other side of the racing track was even more dense than it was on Tuesday. H.E. the Governor arrived just before noon and was greeted by the officials of the Club. A feature which was much enjoyed was the splendid programme contributed by the band of the K.O.Y.L.I. Regiment.

The various events brought out a very satisfactory entry, except perhaps that for the Challenge Cup, which was simply a match between Auchendoon and Royal Rose, and the sport witnessed was all that could be wished. Close and exciting finishes were witnessed, horsemanship was displayed which evoked great admiration, and the programme was carried through without a single hitch to mar the excellent arrangements. The race for the Hongkong Derby was run just before five, and a large concourse had assembled to watch the contest for the blue ribbon of the meeting. Excitement ran high as it was felt that the heavy going had made the event more open. White Hawthorn, which had been hot favourite until defeated on Tuesday, justified the confidence of its supporters, and Mr. Burkill had the honour of bringing home the winner, Mr. Soares' Diabolini making a very creditable second.

The details of the events are appended: The Jockey Cup.—Winner \$400. Second \$150. Third \$75. For China Ponies. Subscription griffins of any season. To be ridden by Jockeys who have not had more than two winning mounts previous to this meeting in Hongkong or China. Weight for inches as per scale. Winners barred. Entrance \$10. Once round.

Mr. Man Kwok's Miniver, 11st 1lb (Mr. Jervois) 1
Mr. Formado's Floreal, 11st 7lbs (Mr. Kremer) 2
Mr. Doleful's Tomahawk, 11st 1lb (Mr. Dalgarno) 3
Mr. H. P. White's Tralee, 10st 12lbs (Mr. Knoll) 4
Mr. G. Friesland's Rheinland, 11st 1lb (Mr. Hastings) 5
Mr. Ching's Urgent, 10st 12lbs (Mr. Seth) 6
Mr. S. Bolden's Funnell, 10st 12lbs (Owner) 7

Mr. Stabb's Blue Bird, 10st 12lbs (Mr. Lewis) 8
Mr. Kadoorie's Kashmiri Chief, 10st 12lbs (Mr. Asger) 9
Mr. Watley's Fanling, 11st 1lb (Mr. Beith) 10
The ponies got away badly, the first to get going being Miniver, who led round the bend and past Bowington gate, a length from Tralee and Tomahawk. Racing along the back stretch, Kashmiri Chief headed Miniver, but dropped back approaching the Rock. Down the hill Miniver was still leading, but as the field swung into the straight, Floreal challenged the leaders. Miniver, however, had too much in reserve, and beat Floreal on the run home by a length and a quarter, with Tomahawk three lengths away, a bad third. Kashmiri Chief did not finish the course.

Time: 2min. 3 2/5secs.
Parl-mutuel. Cash Sweep.
Ticket No.
Winner: \$56.40
1st 14.10 1st, 56, \$466.20
2nd 21.70 2nd, 117, 133.20
3rd 10.20 3rd, 138, 66.60

THE EXCHANGE PLATE.—Value \$1,000. Presented by the Bankers and Exchange Brokers of Hongkong. Second to receive \$500. Third \$100. For China Ponies. Weight for inches as per scale. Winners at this meeting of one race 7lb; of two or more races 10lb extra. Griffins allowed 5lb. Subscription griffins of this season 1911-1912 allowed 10lb. Previous non-starters at this meeting barred. Entrance \$15. From the two mile post once round and in.

Captain Hope's Capello, 10st 12lbs

(Mr. Dupree)
Sir Paul's Marengo, 11st 5lbs, 7lbs penalty (Mr. Burkill)
Mr. Pash's Mandolin, 11st 8lbs, 7lbs penalty (Mr. Crichton)
Mr. John Peel's Drumthlithe, 11st 4lbs (Mr. Johnston)

The quartette were sent away to a capital start, Capello partnering Marengo and Drumthlithe keeping company with Mandolin. Passing the judge's box the first pair raced neck and neck, but Capello soon after took the lead and gained a length from Marengo. Mandolin lying third and Drumthlithe fourth. In procession order they passed the Golf Club, and at Bowington Drumthlithe had taken third place from Mandolin. Passing the football stand Marengo reduced his distance from the leader, and Mandolin and Drumthlithe raced neck and neck for third place. The field got into close order with Capello still in the van. No change took place until the village bend was reached. Marengo was still in second place, Drumthlithe being half a length behind Mandolin. In the home straight Drumthlithe came up strong on the outside, and led from Capello and Marengo, but Marengo, on the rails, ridden for all he was worth, passed Drumthlithe. A fine race followed, the issue being in doubt to the last. Capello won by a clear length from Marengo, Drumthlithe finishing last.

Time: 2min. 28 1/5secs.
Parl-mutuel. Cash Sweep.
Ticket No.
Winner: \$20.30
1st 10.70 1st, 100, \$683.55
2nd 8.90 2nd, 32, 193.30
3rd 1.16, 97.65

THE HONGKONG DERBY.—A Sweepstakes of \$20 each with \$2,000 added. For China Ponies, bona fide griffins on date of entry. First pony to receive 70 per cent. Second 20 per cent. Third 10 per cent. Weight for inches as per scale. One mile and a half.

Sir Paul Chater's White Hawthorn, 11st 1lb (Mr. Burkill) 1
Mr. Soares' Diabolini, 10st 12lbs (Mr. Dalgarno) 2
Mr. T. F. Hough's Madrigal, 10st 12lbs (Mr. Dalgarno) 3
Mr. John Peel's Ben Macdhui, 10st 2lbs (Mr. Johnston) 4
Mr. Kadoorie's Delhi Chief, 11st 4lbs (Mr. Gegg) 5
Mr. Kadoorie's Durbar Chief, 10st 9lbs (Mr. Hayes) 6
Mr. W. J. Gresson's Bredon Hill, 11st 4lbs (Mr. Dupree) 7
Mr. Stabb's Wireless, 11st 7lbs (Mr. Crichton) 8
Mr. Goolistan's Elburz, 11st 4lbs (Mr. Asger) 9

At the fall of the flag, Durbar Chief hopped out quickly, and led the way up the hill a length clear from Bredon Hill, with Madrigal at the head of the others three lengths away. Bredon Hill moved up to Durbar Chief as they entered the straight for the first time, and the pair quickly opened up a gap of several lengths from the field, at the rear of which was Diabolini. Round the bend the leaders commenced to come back to the field, and half way along the back stretch, White Hawthorn and Madrigal made a forward move, and Diabolini came through from the back. The going was slow until they galloped down the hill, where White Hawthorn moved up into second place, and then the pace was cracked on. With their heads fairly turned for home, White Hawthorn came with a rush, and quickly settled the pretensions of Durbar Chief and Madrigal. Diabolini showed up prominently on the outside. White Hawthorn, hard ridden, got a big break on the field as they landed in the home running and although Diabolini, who had not been running kindly throughout the race, threw out a half-hearted sort of challenge, the favourite easily stalled it off, and coming on won very easily by two and a half lengths. Diabolini finished fully seven lengths in front of Madrigal, and the remainder of the field were hopelessly out of it. Diabolini left his run rather late, but it is doubtful if he could have made much impression on the favourite, who was splendidly handled, and finished in far stronger fashion than he did on Tuesday. Elburz was fourth and the field was whipped in by Bredon Hill, who, with Durbar Chief, had made the running throughout.

Time: 3min. 24 1/5secs.
Parl-mutuel. Cash Sweep.
Ticket No.
Winner: \$11.60
1st 7.10 1st, 274, \$4,538.10
2nd 10.10 2nd, 249, 1,296.10
3rd 22.40 3rd, 604, 648.30

The number of tickets taken in the Parl-mutuel were:—
Winners. Places.
Ben Macdhui 367 52
Delhi Chief 13 29
Diabolini 129 288
Durbar Chief 126 298
Madrigal 32 91
White Hawthorn 456 610
Bredon Hill 18 79
Wireless 30 75
Elburz 10 24
Total 1181 2076

THE GERMAN CUP.—Presented by the members of the Club Germania. Second to receive \$200. Third \$100. For China Ponies. Subscription griffins of this season 1911-1912. Weight for inches as per scale. Entrance \$10. One mile and a quarter.

Mr. W. J. Gresson's Pershore, 10st 12lbs

(Mr. Johnston)
Sir Paul's White Daisy, 11st 1lb (Mr. Burkill)
Mr. Brutton's Ashington, 10st 12lbs (Mr. Dalgarno)
Mr. F. B. Marshall's Lime Tree, 11st 4lbs (Mr. Crichton)
Mr. Seth's Deerfoot, 11st 1lb (Owner)
Mr. Michael's Reformer, 11st 1lb (Mr. Hayes)

Messrs. Hough and White's Mellow Heart, 10st 12lbs (Mr. Lewis)
Mr. Ching's Lots of Time, 11st 1lb (Mr. Kremer)
Mr. Borneo's Sumpitan, 11st 1lb (Mr. Dupree)
Reformer on the rails took the lead, but at the bend lost the position to Sumpitan, but passing the judge's box Lime Tree, Reformer and White Daisy were abreast. At the football stand Reformer went to the front, but at the hill was displaced by Lime Tree. Nearing the rock Pershore shot ahead and led the field a dance, followed by White Daisy. Rounding the bend the leader increased his distance from the remainder, but in the straight he was overtaken by White Daisy, who on the rails fought with Pershore, the latter winning by a neck.

Time: 2min. 52 3/5secs.
Parl-mutuel. Cash Sweep.
Ticket No.
Winner: \$12.30
1st 5.80 1st, 86, \$1,430.10
2nd 5.40 2nd, 299, 408.60
3rd 8.90 3rd, 437, 204.30

THE CHINA STAKES.—Winner \$500. Second \$150. Third \$75. For China Ponies. Weight for inches as per scale. Winners at this meeting of one race 7lb; of two or more races 10lb extra. Griffins allowed 5lb. Subscription griffins of seasons 1910-1911 and 1911-1912 that have not won more than one race allowed 10lb. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5lb. Entrance \$10. Five furlongs.

Mr. Gresson's Rosyth, 11st 1lb (Mr. Johnston) 1
Capt. Hope's Cleric, 10st 12lbs (Mr. Dupree) 2
Sir Paul's White Lilac, 11st 1lb (Mr. Burkill) 3
Mr. Kadoorie's Abor Chief, 10st 7lbs (Mr. Hayes) 4
Mr. Gilpin's Snowdrift, 10st 4lbs (Mr. Knoll) 5
Mr. Soares' Snowstorm, 10st 10lbs (Mr. Dalgarno) 6
Mr. Forrest's Berwick, 10st 2lbs (Mr. Beith) 7

A fair start was effected, Rosyth and Cleric being quickest on their feet. The pair soon opened up a lead of three lengths from the others, and were racing together passing the Rock. Cleric ran past Rosyth as the field came down the hill, and Snowdrift moved up to the leaders. Cleric landed first into the straight, with White Lilac and Snowdrift coming fast on the outside. Half way up the running, Rosyth put in his claim, and quickly wearing down Cleric beat him home by half a length. White Lilac came with a rattle at the finish, but failed to get up in time, and was beaten by a head for second place. Snowdrift was a neck away fourth.

Time: 1min. 18 3/5secs.
Parl-mutuel. Cash Sweep.
Ticket No.
Winner: \$17.50
1st 5.80 1st, 270, \$1,732.50
2nd 5.40 2nd, 344, 495.00
3rd 6.30 3rd, 188, 247.30

THE LUSITANO CUP.—Presented by the members of the Club Lusitano. For China Ponies, bona fide griffins on date of entry. Second to receive \$150. Third \$75. Weight for inches as per scale. Subscription griffins of this season 1911-1912 allowed 7lb. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5lb. Winners 7lb extra. Entrance \$10. One mile.

Mr. Soares' Diabolini, 11st 5lbs, 7lbs penalty (Mr. Dalgarno) 1
Mr. Kadoorie's Norman Chief, 11st 1lb (Mr. Hayes) 2
Mr. John Peel's Ben Nevis, 11st 5lbs, 7lbs penalty (Mr. Johnston) 3
Mr. T. S. Forrest's Gordon, 10st 12lbs, 5lbs over (Mr. Gegg) 4
Mr. Goolistan's Damavand, 10st 7lbs, 5lbs allowance (Mr. Asger) 5
Sir Paul's White Carnation, 10st 4lbs (Mr. Burkill) 6
A good race and a fine finish was witnessed in this event. The Chief shot ahead at the start, but was almost immediately overtaken by Gordon, Diabolini coming along in third position. Past the football stand Gordon secured a decided lead, which he increased to about twelve lengths, Chief being in advance of the others. No alteration in order was made going up hill, but the gap was reduced until in the home straight the Chief closed on the leader, with Diabolini in close attendance. In the straight Gordon had still the best of matters but the Chief drew alongside at the distance post and eventually assumed command. This was only held momentarily as Diabolini, along the rails, raced neck and neck with the Chief and won an exciting finish by half a length, five lengths separating Chief and Ben Nevis.

Time: 2min. 15 4/5secs.
Parl-mutuel. Cash Sweep.
Ticket No.
Winner: \$18.30
1st 6.40 1st, 343, \$2,205
2nd 10.20 2nd, 338, 630
3rd 5.50 3rd, 261, 315

THE CHALLENGE CUP.—Value one hundred guineas. For China Ponies. Weight for inches as per scale. To be won two years consecutively by a pony or ponies the bona fide property of the same owner or owners. Winner to receive \$300 and 70 per cent. Second \$100 and 20 per cent. Third \$50 and 10 per cent. of the entrance fees until the Cup is finally won, when the second pony will receive 75 per cent., and third pony 25 per cent. of the entrance fees. Entrance \$10. One mile and three quarters.

Sir Paul's Royal Rose, 11st 4lbs

(Mr. Burkill)
Mr. John Peel's Auchendoon, 10st 12lbs (Mr. Johnston) 2
Royal Rose had the inside berth, and when the flag fell, the grey jumped away in front. The result, after the first couple of furlongs had been traversed, was a foregone conclusion. Royal Rose increased his lead at every stride and won in a canter by ten lengths.

Time: 4min.
Parl-mutuel. Cash Sweep.
Ticket No.
Winner: \$5.40
1st 5.20 1st, 194, \$2,305.12
2nd, 196, 768.38

THE ROYAL NAVY CUP.—Presented by the Officers of His Majesty's Fleet. Second to receive \$150. Third \$75. For China Ponies, subscription griffins of any season. Weight for inches as per scale. Winners at any meeting of one race 7lb; of more than one race 10lb extra. Penalties accumulative. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5lb. Entrance \$10. From the two mile post once round and in.

Mr. McCullagh's Esperando, 10st 12lbs (Mr. Dalgarno) 1
Mr. Man Kwok's Miniver, 11st 8lbs, 7lbs penalty (Mr. Crichton) 2
Mr. Kadoorie's Mogul Chief, 11st 1lb (Mr. Hayes) 3
Mr. Brutton's Sevington, 10st 12lbs (Mr. Dalgarno) 4
Mr. Michael's Reformer, 11st 1lb (Mr. Knoll) 5
Mr. Seth's Deerfoot, 11st 1lb (Owner) 6
Mr. White's Tralee, 10st 12lbs (Mr. Burkill) 7
Sir Paul's White Heather, 10st 12lbs (Mr. Dupree) 8
Mr. Macdonald's Inca, 11st 5lbs (Mr. Kremer) 9
Mr. Forrest's Alacrity, 11st 9lbs (Mr. Johnston) 10

The field got away to a good start, White Heather being first to show up on the outside, but soon resigned the lead to Mogul Chief, Esperando taking second place, and Miniver third. The Chief was in the van down hill, Esperando hanging on to his quarters, and White Heather having displaced Miniver in the third position. In the home straight Mogul Chief still led, with Esperando in close company, but at the distance post Esperando came out and although challenged by Miniver obtained the verdict by two lengths.

Time: 2min. 31secs.
Parl-mutuel. Cash Sweep.
Ticket No.
Winner: \$148.90
1st 22.40 1st, 115, \$2,205
2nd 22.50 2nd, 470, 630
3rd 7.70 3rd, 288, 315

THE PARSEE CUP.—Presented by the Parsee community. Winners \$500. Second \$150. Third \$75. For China Ponies bona fide griffins on date of entry. Weight for inches as per scale. Winners of one race 5lb; of two or more races 10lb extra. Entrance \$10. One mile and a quarter.

Mr. Goolistan's Elburz, 11st 4lbs (Mr. Dalgarno) 1
Mr. E. Kadoorie's Durbar Chief, 10st 9lbs (Mr. Hayes) 2
Mr. W. J. Gresson's Birlingham, 10st 10lbs, 1lb over (Mr. Johnston) 3
Mr. Hough's Madrigal, 10st 12lbs (Mr. Dalgarno) 4
From a good start, Elburz got well away, but when going Madrigal forged ahead and led past the stand a length from Durbar Chief, with Elburz lying close handy. Rounding the turn, Madrigal was still leading, and Elburz ran up into second place. Going up the hill, the positions were unchanged, but as they galloped down the slope, Elburz drew level with the leader. Elburz landed first in the straight, and swung over on to the rails. The leader stalled off a determined challenge by Durbar Chief, who came with a late run, and won by three parts of a length. Birlingham was four lengths away third.

Time: 2min. 54secs.
Parl-mutuel. Cash Sweep.
Ticket No.
Winner: \$26.30
1st 18.80 1st, 528, \$2,666.40
2nd 10.00 2nd, 566, 590.40
3rd 4.95 3rd, 495, 295.20

THE GYMKHANA CLUB CUP.—Value £50. Presented by the members of the Gymkhana Club. Second to receive \$150. Third \$75. For all China Ponies that have run at any Gymkhana meeting and subscription griffins of this season 1911-1912. Weight 10st. 8lb. Winners of any race other than races confined to subscription griffins 7lb; of a subscription griffins race 5lb extra. Subscription griffins of this season 1911-1912 allowed 7lb. Winners at this meeting barred. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5lb. Allowances accumulative. Entrance \$10. Three quarters of a mile.

Mr. H. P. White's Lachine, 10st 8lbs (Mr. Dupree) 1
Mr. W. J. Gresson's Defford, 10st 10lbs, including 5lbs over (Mr. Johnston) 2
Messrs. H. K. Hughes and J. A. Jervois' Favonius, 10st 8lbs (Mr. Jervois) 3
Mr. E. Kadoorie's Arcadian Chief, 10st 8lbs (Mr. Hayes) 4
Mr. Hastings's Merry Scot, 10st 8lb, including 5lbs allowance (Mr. Hastings) 5
Mr. C. G. Mackie's Brushwood Boy, 10st 8lbs (Mr. Burkill) 6
Mr. T. S. Forrest's Rejected, 11st 1lb (Mr. Gegg) 7
Mr. Collis Browne's Dylluan, 10st 8lbs (Mr. Knoll) 8
Mr. Downham's Chibby, 10st 10lbs, including 5lbs allowance (Mr. Lewis) 9
Mr. Formado's Floreal, 10st 1lb (Mr. Kremer) 10
Mr. S. E. Bolden's Funnell, 10st 12lbs, including 4lb over (Mr. Bolden) 11
Mr. Ching's Urgent, 10st 8lbs (Mr. Seth) 12
Mr. Brutton's Odombe, 10st 8lbs (Mr. Dalgarno) 13
Mr. Ching's Lots of Time, 9st 10lbs, including 5lbs allowance (Mr. Asger) 14

A heavy mist swept over the course, as the horses lined up and it was difficult to distinguish them. The ponies got away in straggling order. As they raced along the back and up the hill, Lachine dashed to the head of affairs and led past the Rock half a length from Favonius, who had Defford

at his girths. Rounding the bend Defford ran up level with Favonius. Lachine was the first into the straight, and was immediately challenged by Defford and Favonius. The leader, however, had no difficulty in maintaining his advantage, and he eventually won by a clear length from Defford, with Favonius a similar distance away, third.

Time: 1min. 38secs.
Parl-mutuel. Cash Sweep.
Ticket No.
Winner: \$18.50
1st 7.60 1st, 349, \$1,866.35
2nd 9.90 2nd, 524, 830.10
3rd 15.90 3rd, 489, 265.05

RACING ANALYSES.

The following are the analyses of wins of owners, jockeys, and ponies on the second (Derby) day:—

OWNER.	1st	2nd	3rd
Sir Paul	1	2	1
Mr. Gresson	2	Y	Y
Mr. Man Kwok	1	Y	1
Captain Hope	1	Y	1
Mr. Soares	1	1	1
Mr. McCullagh	1	1	1
Mr. Goolistan	1	1	1
Mr. White	1	1	1
Mr. E. Kadoorie	1	1	1
Mr. J. Peel	1	1	1
Mr. Formado	1	1	1
Mr. Doleful	1	1	1
Mr. Fash	1	1	1
Mr. Hough	1	1	1
Mr. Brutton	1	1	1
Messrs. Hughes & Jervois	1	1	1

JOCKEY.

	1st	2nd	3rd
Mr. Johnston	2	2	2
Mr. Burkill	2	2	2
Mr. Dalgarno	2	2	2
Mr. Dupree	2	2	2
Mr. Jervois	1	1	1
Mr. Dalglish	1	1	1
Mr. Hayes	1	1	1
Mr. Kremer	1	1	1
Mr. Crichton	1	1	1

PONY.

	1st	2nd	3rd
Miniver	1	1	1
Diabolini	1	1	1
Capello	1	1	1
White Hawthorn	1	1	1
Pershore	1	1	1
Rosyth	1	1	1
Royal Rose	1	1	1
Esperando	1	1	1
Elburz	1	1	1
Lachine	1	1	1
Floreal	1	1	1
Marengo	1	1	1
White Daisy	1	1	1
Cleric	1	1	1
Durbar Chief	1	1	1
Norman Chief	1	1	1
Defford	1	1	1
Auchendoon	1	1	1
Mandolin	1	1	1
Madrigal	1	1	1
Ashington	1	1	1
White Lilac	1	1	1
Ben Nevis	1	1	1
Mogul Chief	1	1	1
Birlingham	1	1	1
Favonius	1	1	1
Tomahawk	1	1	1

TO-DAY'S ANTICIPATIONS.

1.—TAIKOO CUP.	
Durbar Chief	1
Snowdrift	2
Bredon Hill	3
2.—GREAT SOUTHERN STAKES.	
Cleric	1
Marengo	2
Auchendoon	3
3.—HONGKONG STAKES.	
Mogul Chief	1
Pershore	2
Sevington	3
4.—LADIES PURSE.	
Brushwood Boy	1
Sir Paul's Selected	2
Snowdrift	3
5.—AMERICAN CUP.	
White Carnation	1
Madrigal	2
Ben Nevis	3
6.—PHILANTHROPY STAKES.	
Kerry	1
Favonius	2
Oil King	3
7.—THE GOVERNOR'S CUP.	
White Daisy	1
Miniver	2
Cadzw's Loon	3
8.—CHAMPION STAKES.	
Royal Rose	1
White Hawthorn	2
Diabolini	3
9.—CONSOLATION STAKES.	
Snowdrift	1
Arcadian Chief	2
Wireless	3
10.—NIL DESPERANDUM STAKES.	
Defford	1
Floreal	2
Sumpitan	3

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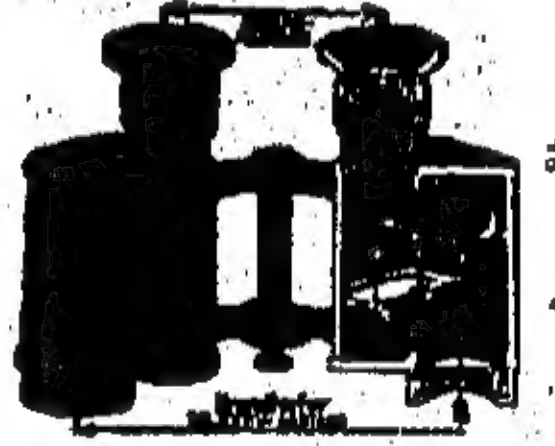
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With his name may be associated that of Dr. Quirico, physician to H.M. the King of Italy, who has made the following statement:—"I have used Sanatogen with marked benefit in the case of weakly children, and in convalescence after long illnesses. I consider the preparation a most excellent tonic food."

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WILL RANJI PLAY FOR ENGLAND?

A SPECIAL INTERVIEW.

[By Sir Home Gordon, Bart., in the Daily Express.]

One important aftermath of the Delhi Durbar is the sensational intimation I am able to give that His Highness the Jam Sahib, as he is known all over India, or K. S. Ranjitsinhji, as he is known to the cricket-loving communities of the world, is ready to play for England in the triangular contest next summer, if he is invited, and if he is good enough.

To cricketers this will be as great a revelation as was the change of the capital to the throne at the Durbar.

When I arrived at Delhi, as the guest of the Jam Sahib, I had not the remotest idea that there would ever again be any prospect of his playing first-class cricket. This he will positively do, for Lord Londesborough, who was also his guest for the Durbar, has invited him to play against both the South Africans and Australians in the Scarborough Festival next August, and so "Ranji"—to call him what the man in the street always does call him—will make his third appearance at that delightful wind-up of the cricket season.

The great Indian cricketer, I found, was tremendously keen on once more proving his consummate ability before the British public, which idolised him when he was in regular practice.

In his own words, repeated to me on several occasions, the Jam Sahib thus outlined his intentions:—"I am sailing for England in March. Until then I am going into strict training, living in camp and shooting in the jungle. On arriving in London, I shall see my doctor, and he will advise me, go for a short cure to Aix-les-Bains. Then, at the beginning of the season, after plenty of practice at the nets, I shall hope to play for M.C.C. at Lord's, and perhaps my old county, Sussex, may care to have me once more. After that, it remains to be seen if I am good enough to play for England again. I confess I should like to make another hundred in big cricket."

Is he good enough? That must be the question which will be asked on all sides. Of course that remains to be seen. I can only testify to what I myself witnessed. In his own capital, Jamnagar, at my request, he came to bat at a net, not having held a bat for many months.

It was in the evening after he had been out shooting for seven hours, besides motoring nearly twenty miles, and the only nourishment he had all day was half a glass of lemonade and some Mellin's Food.

He batted on a matting wicket, stretched on very hard ground. Against him were bowling three Indians, one of whom he himself thinks of highly as one of the most promising bowlers he has seen.

AS GOOD AS EVER. This was only half the attack, for the ball was also taken by Mr. E. C. Lee, the old Oxonian, who has so often played for Hants. Major C. D. Rose, still one of the best left-handed bowlers in the service, and the old Malvernian, Mr. H. L. Simms, of Sussex, who is on the Jam Sahib's staff and who, under his tuition, has become uncommonly dangerous with the ball; indeed, he is a far better cricketer than when he played in first-class matches.

Against this sextet, the Jam Sahib batted as admirably as ever he did in his life. I have seen the majority of his finest performances ever since his Cambridge days, but never did he show more complete mastery. Of course, it was all in his second manner, that of playing back. But the consummate supremacy was as marked as ever. They were bowling all they knew, and not one ball ever gave him the least trouble.

Towards the close, when the light was failing fast, the bowler's arm was entirely lost to me, standing behind the wicket, in the shadow of the pavilion; but the Jam Sahib did not lose sight of one delivery, and observed to me that they had not troubled him at all.

All the English amateurs bowling to him corroborated my view that he was still as good as ever he was, and that he possessed the old infinite variety of strokes.

He told me himself that when he turns out in England he will scale less than when he was last over here. Certainly, his eye is just as keen as when he played for Cambridge, and he himself says he will not appear at all unless he is convinced he can do his full share of work in the field.

ONLY ONE RANJI. I am aware that I have always advocated youth in Test matches; but there has only been one W. G. Grace and only one K. S. Ranjitsinhji. To-day, still under forty, he is, to the best of my belief, "no back number" in English cricket, but ought again to show his superb batting in many long scores in the coming season.

Of course, his reappearance for England will be opposed in certain influential quarters. Some few have never been pleased that an Indian ruling prince should play for the mother-country. No matter how good he may prove himself, it is inevitable that some who pull the strings will strive to keep the Jam Sahib out of Test matches.

As to his qualifications, there can be no doubt. "A cricketer who has played for his country for five successive years is qualified to play for that country for the rest of his cricket career." So runs the law.

On the eve of leaving for South America, Lord Hawke told me how much he hoped on his return he should see his old friend again in Test matches, and he added how delighted both the Australians and South Africans would be, certainly thousands would then flock to the triangular contest who would never be attracted by any other cricketer.

It may be interesting to note that the life figures in first-class cricket of the Jam Sahib show a batting average of 48 for an aggregate of 24,103. When last here, in 1908, he scored 1,138 runs, with an average of 45. In Test matches his aggregate is 689, showing an average of 34. Thus in the greatest matches, figures prove what we all know, namely, that he has then shown his finest form.

If the Jam Sahib is good enough to play, he would also make the best captain. As matters stood, it seemed inevitable that Mr. C. B. Fry would have the refusal of the captaincy. But that famous bat has never shown the same genius for leadership. He will be more likely to make a big score if he is saved the anxiety of captaincy and is under his old leader, while the Jam Sahib will get every bit of cricket out of his men; the England side would work under him with enthusiasm.

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The stimulus his reappearance would give to cricket could have no parallel. As a prince among sportsmen, as a magician among batsmen, as the most popular hero that ever stepped on the field, there has never been the equal of "Ranji."

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A. S. WATSON & Co., Ltd., Alexandra Buildings. Hongkong, 29th August, 1911. [123]

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CHANG FAT, Care of Yee Sang Fat, Same address. YEE SANG FAT & Co. Hongkong, 5th October, 1911. [124]

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94-3

SHIPPING IN PORT.

STEAMERS.

BOHEMIA, Austrian str., 3,105, Basile, 19th Feb.—Shanghai 16th February, General—Sander, Wieler & Co.

CARL DREIERHOFF, German str., 774, C. Jung, 17th Feb.—Haiphong and Hoihow 16th Feb. General—Jensen & Co.

CHENAN, British str., 1,802, Lloyd Jones, 18th Feb.—Shanghai 15th February, General—Butterfield & Swire.

CHIPSING, British str., 1,199, F. Mooney, 14th Feb.—Chesoo via Welhaiwei 8th Feb. General—Chinese.

CHONGING, German str., 1,021, J. Bruhn, 16th Feb.—Manila 12th Feb. Ballast—Butterfield & Swire.

DAITA MARU, Japanese str., 1,734, K. Kobayashi, 16th Feb.—Wakayama 30th Feb. Coal—Mitsui Bishi Goshi Kaisha.

DAYAWONGSE, German str., 1,057, E. Gathe, 16th Feb.—Bangkok and Swatow 16th Feb. Rice and Meal—Butterfield & Swire.

EMPEROR OF JAPAN, British str., 3,039, S. Robinson, R.M.S., 2nd Feb.—Vancouver 11th Jan. Ballast and General—Canadian Pacific Railway Co.

FRIGATING, Chinese str., 998, J. B. Howie, 21st Feb.—Shanghai 18th Feb. General—C. M. S. N. Co.

FOOSHING, British str., 1,424, Welsh, 21st Feb.—Haiphong 18th Feb. General—Jardine, Matheson & Co.

GARGOY ARCADE, British str., 2,961, H. Balson, 21st Feb.—Mojil 16th Feb. General and Coal—David Sassoon & Co.

HAKUSHA MARU, Japanese str., 3,361, S. Suda, 17th Feb.—Muroran, Coal—Oriental.

HANTANG, British str., 1,226, G. J. Spinks, 10th Feb.—Shanghai 6th February, General—Butterfield & Swire.

HELEN, German str., 771, C. Berg, 16th Feb.—Swatow 15th Feb. General—Jensen & Co.

HELMAS, German str., 847, M. Berg, 19th Feb.—Bangkok 11th Feb. Rice—Gibb, Livingstone & Co.

HONG WAI, L. British str., 2,060, J. Mason, 12th Feb.—Singapore 6th Feb. General—Joo Tek Sang.

HOPKING, British str., 1,359, J. M. Hay, 10th Feb.—Hongay 8th Feb. Coal—Jardine, Matheson & Co.

HSH CHU, Chinese str., 1,385, C. Froberg, 17th Feb.—Shanghai 13th Feb. General—C. M. S. N. Co.

HUMAN, British str., 1,183, Speed, 18th Feb.—Hongay 16th February, Coal—Butterfield & Swire.

IDOMERUS, British str., 4,256, A. G. R. Padell, 19th Feb.—Shanghai 16th February, General—Butterfield & Swire.

INABA MARU, Japanese str., 6,189, S. Tomimaga, 18th Feb.—Seattle, &c., and Shanghai 15th Feb. General—Nippon Yusen Kaisha.

KAIPOH, British str., 987, J. V. Sifford, 16th Feb.—Manila 13th February, General—Butterfield & Swire.

KAIJU MARU, Japanese str., 1,254, Y. Yamamoto, 21st Feb.—Yamou via Amoy and Swatow 20th Feb. General—Ossaka Shosen Kaisha.

KIANG PING, Chinese str., 1,222, H. Udder, 21st Feb.—Wuhu 15th Feb. General—Chinese.

KUENANG, British str., 1,228, Robertson, 21st Feb.—Wuhu 15th Feb. Rice—Butterfield & Swire.

KUWCHOW, British str., 1,500, J. Martin, 18th Feb.—Swatow 17th February, Ballast—Fan Fat.

KWONGKANG, British str., 1,442, W. T. Bishop, 18th Feb.—Shanghai and Swatow 17th Feb. General—Jardine, Matheson & Co.

LAURENCE, British str., 2,904, J. A. Taylor, 13th Feb.—Shanghai 9th February, General—Butterfield & Swire.

LAIBANG, British str., 2,225, E. J. Tadd, 16th February—Calcutta 31st Jan. General—Jardine, Matheson & Co.

LANDART SCHEFF, German str., 1,016, O. Bruger, 17th Feb.—Bangkok and Swatow 16th February, Rice—Kin Yee Lung.

LEWISING, British str., 952, Smith, 14th Feb.—Wuhu 8th Feb. Rice—Jardine, Matheson & Co.

LOCKWAT, German str., 1,020, W. Tanbert, 10th February—Bangkok 1st February, Rice—Butterfield & Swire.

LOOMMOON, German str., 1,971, W. Vogeler, 14th Feb.—Daly, 4th Feb. General—Hambury-Amerling Ltd.

MACHRE, German str., 998, E. G. Solner, 18th Feb.—Bangkok 11th February, Rice—Butterfield & Swire.

MATHILDE, German str., 831, Chr. Uldorff, 14th Feb.—Haiphong and Hoihow 13th Feb. Rice and General—Jensen & Co.

MEXICO MARU, Japanese str., 3,259, N. Kotayashi, 20th Feb.—Yokohama 20th January, General—Ossaka Shosen Kaisha.

MICHAEL JENSEN, German str., 921, J. Petersen, 20th Feb.—Saigon 10th February, Rice—Jensen & Co.

NILE, American str., 3,313, E. Coleman, 18th Jan.—Southampton 13th Dec.—Pacific Mail S.S. Co.

ON SAGO, British str., 1,737, S. G. Smith, 18th February—Ching Wan Tao 11th Feb. Coal—Chinese Engineering & Mining Co.

STEAMERS.

BOHEMIA, Austrian str., 3,105, Basile, 19th Feb.—Shanghai 16th February, General—Sander, Wieler & Co.

CARL DREIERHOFF, German str., 774, C. Jung, 17th Feb.—Haiphong and Hoihow 16th Feb. General—Jensen & Co.

CHENAN, British str., 1,802, Lloyd Jones, 18th Feb.—Shanghai 15th February, General—Butterfield & Swire.

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CHONGING, German str., 1,021, J. Bruhn, 16th Feb.—Manila 12th Feb. Ballast—Butterfield & Swire.

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FOOSHING, British str., 1,424, Welsh, 21st Feb.—Haiphong 18th Feb. General—Jardine, Matheson & Co.

GARGOY ARCADE, British str., 2,961, H. Balson, 21st Feb.—Mojil 16th Feb. General and Coal—David Sassoon & Co.

HAKUSHA MARU, Japanese str., 3,361, S. Suda, 17th Feb.—Muroran, Coal—Oriental.

HANTANG, British str., 1,226, G. J. Spinks, 10th Feb.—Shanghai 6th February, General—Butterfield & Swire.

HELEN, German str., 771, C. Berg, 16th Feb.—Swatow 15th Feb. General—Jensen & Co.

HELMAS, German str., 847, M. Berg, 19th Feb.—Bangkok 11th Feb. Rice—Gibb, Livingstone & Co.

HONG WAI, L. British str., 2,060, J. Mason, 12th Feb.—Singapore 6th Feb. General—Joo Tek Sang.

HOPKING, British str., 1,359, J. M. Hay, 10th Feb.—Hongay 8th Feb. Coal—Jardine, Matheson & Co.

HSH CHU, Chinese str., 1,385, C. Froberg, 17th Feb.—Shanghai 13th Feb. General—C. M. S. N. Co.

HUMAN, British str., 1,183, Speed, 18th Feb.—Hongay 16th February, Coal—Butterfield & Swire.

IDOMERUS, British str., 4,256, A. G. R. Padell, 19th Feb.—Shanghai 16th February, General—Butterfield & Swire.

INABA MARU, Japanese str., 6,189, S. Tomimaga, 18th Feb.—Seattle, &c., and Shanghai 15th Feb. General—Nippon Yusen Kaisha.

KAIPOH, British str., 987, J. V. Sifford, 16th Feb.—Manila 13th February, General—Butterfield & Swire.

KAIJU MARU, Japanese str., 1,254, Y. Yamamoto, 21st Feb.—Yamou via Amoy and Swatow 20th Feb. General—Ossaka Shosen Kaisha.

KIANG PING, Chinese str., 1,222, H. Udder, 21st Feb.—Wuhu 15th Feb. General—Chinese.

KUENANG, British str., 1,228, Robertson, 21st Feb.—Wuhu 15th Feb. Rice—Butterfield & Swire.

KUWCHOW, British str., 1,500, J. Martin, 18th Feb.—Swatow 17th February, Ballast—Fan Fat.

KWONGKANG, British str., 1,442, W. T. Bishop, 18th Feb.—Shanghai and Swatow 17th Feb. General—Jardine, Matheson & Co.

LAURENCE, British str., 2,904, J. A. Taylor, 13th Feb.—Shanghai 9th February, General—Butterfield & Swire.

LAIBANG, British str., 2,225, E. J. Tadd, 16th February—Calcutta 31st Jan. General—Jardine, Matheson & Co.

LANDART SCHEFF, German str., 1,016, O. Bruger, 17th Feb.—Bangkok and Swatow 16th February, Rice—Kin Yee Lung.

LEWISING, British str., 952, Smith, 14th Feb.—Wuhu 8th Feb. Rice—J

BATTLE SIGHT.

EXPLANATION BY THE INVENTOR.

We print below the "second" of Mr. H. Ommundsen's articles on the new rifle sight—the "Negative Angle Sight"—which, he has invented. Mr. Ommundsen, a Danish rifle shot who has twice won the King's Prize at Bisley, is a non-commissioned officer of the Territorials.

The claim made by Mr. Ommundsen for his new sight is that within certain limits it does away altogether with the necessity for range-finding.

To a large audience, which included representatives of the Admiralty, the War Office, and various other authorities, Sir George Greenhill, formerly a professor at Woolwich, lectured on the invention recently at the Electrical Engineers' Hall, Victoria Embankment.

In the discussion Professor Forster, who the chairman (Mr. J. Swinburne) introduced as one of the authorities on range finding, offered hearty congratulations to Mr. Ommundsen on "this splendid invention" (Applause). So far as this shooting was concerned, he had very little doubt that it solved the problem. (Hear, hear.)

BY H. OMMUNDSEN.

The negative angle system of sighting rifles and ordnance overcomes the two greatest difficulties met with on the battlefield—namely, estimation of range and adjustment of sights. A simple yet strong mechanical contrivance can be fitted to the rifle, which, when used in the manner about to be described, ensures that each soldier will use the correct elevation, and that the rifle will be in fact, reduced to the zero position. The effect, it will be remembered, is produced irrespective of the range, within, of course, the limits of effective fire.

Stated broadly, the automatic range-finding effects are produced by making use of the visual angle proceeding from the eye to the object aimed at. For example, an object six feet high will subtend a visual angle which for sighting purposes is determined by a straight line proceeding from the eye to the top of the object and a similar line to the bottom of the object. The nearer the object is to the eye the greater will this visual angle be, the angle, in fact, varying as the distance.

Now by placing an inverted back-sight on the top line of the visual angle a foot distant from the eye, and a foresight on the lower line of the angle two feet distant from the eye, an object may be visually calipered between the two sights. If the object recedes, it becomes visually smaller, the visual angle decreases, and in order to keep the object calipered the butt-end of the rifle must be lowered or the muzzle raised, or both. Whichever is done the effect is to increase the angle of projection at which the bullet leaves the rifle. Observe that there is no change in the aim, or "adjustment" of sights, the being entirely automatic.

METHOD OF SHOOTING.

To get this effect without utilising this calipering method of sighting a simpler system is adopted.

The rifle is fitted with a sight, the construction of which has no relation to distance or range, but solely to the height of the object against which the rifle is to be used. For instance, the military rifle would be equipped with a negative angle sight constructed for use against man. A trajectory would be selected—that is, the curved path of the bullet above the line of sight—having a maximum height above the line of sight of twice the height of an average man—say, 11 feet. The sight would be made and adjusted to produce this trajectory, the sights and angles being worked out by the manufacturer. The effective range of a rifle so equipped would depend upon the power of the cartridge used.

The method of shooting is as follows: Instead of aiming direct at the man, aim is taken at a point some distance below him. This vertical distance is determined by comparison with the man target, a rifleman may task even to an ordinary untrained man. For convenience the vertical distance is assumed to be equal to the man target's height and will be referred to as the "negative allowance."

This negative allowance creates a visual angle in precisely the same way as stated in describing the calipering method of sighting—namely, an angle which varies with distance, and, as it is below the object, it is a "negative angle," and the nearer the target the greater the negative angle, and consequently the less remaining positive angle of projection at which the bullet leaves the rifle.

The system may be applied with much greater effect to naval ordnance, as the use of telescopic sights and fine mechanical appliances allows much greater negative allowances to be made with exactitude, enabling the expert gunner to make use of much higher trajectories, and so greatly to extend the effective battle range.

In naval and field artillery the calipering method can be employed with great effect. Not only can the ordinary negative angle effect be produced by the direct calipering method first described, but double or treble negative angle effects can be produced by simply altering the distance between the eye and the back-sight.

FOR DEER-STALKING.

In sport, where the target is a relatively small one, being, in fact, the area within which a vital shot may be placed, the negative angle system is invaluable. In particular, some of the tests against stag targets showed astonishing results, even with the comparatively old 305 A. Gun, "heart" bull's-eye was hit with ease at all distances between 50 and 200 yards without in any way adjusting the sight or altering the aim. The significance of these figures will be at once apparent to the deer-stalker.

A number of important tests and demonstrations have been carried out by the Remington Arms-Union Metallic Cartridge Co., of New York and London, at their works at Ilion, New York, where it was demonstrated to absolute conviction that by the negative angle system the battle fire effects could be improved in the ratio of at least five to one.

As regards the patent rights for the British Empire, the Remington Arms-Union Metallic Cartridge Co. (who have acquired the whole patent rights) are in collaboration with the Birmingham Small Arms Co.—Daily Mail.

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WEATHER REPORT.

On the 21st at 12:05 p.m. Pressure has increased considerably over N.E. Japan, and fallen considerably to moderately along the coast of China.

The area of highest pressure now lies to the S. of Japan. It is relatively low over China.

Modera's monsoon may be expected along the East coast and fresh over the China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.62 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT FORECAST.

Hongkong & Neighbourhood

Formosa Channel ... [N.E. winds, moderate.]

South coast of China between Hongkong and Lamooke. Same as No. 1.

South coast of China between Hongkong and Hainan. Same as No. 1.

E. winds, fresh to moderate; fair.

CHINA COAST METEOROLOGICAL REGISTER.

21st FEBRUARY, A.M.

Station. Hour. Barometer. Temperature. Humidity. Direction. Force. Weather.

V. Postock 7 a.m. 30.17 15 94

Nemuro 6 a.m. 30.16

Hakodate 30.24

Tokio 30.30

Kobe 30.35

Nagasaki 30.33

Kagoshima 30.37

Oshima 30.34

Naha 30.26

Labuima 30.21

Boulin Is. 30.32

Chefoo 6 a.m.

Weihsaiwei 9 a.m. 30.11 36 90

Hankow 6 a.m.

Kiukiang 9 a.m. 30.11 49 93

Shanghai 30.11 49 100

Changhai 30.16 57

Shanghai Peak 6 a.m.

Amoy 5 a.m.

Swatow 5 a.m.

Taihou 5 a.m. 30.15

Taiwan 30.17

Koehun 30.17

Pescadore 30.17

Canton 9 a.m. 30.10 60 82

Hongkong 10 a.m. 30.11 62 76

V. Postock 10 a.m.

Cap Rock 30.06

Mecon 30.07 62

Yachow 9 a.m. 30.12 58

Hoichow 30.12 57

Phailan 30.12 57

Tourane 30.05 54

O. St. James 29.95 77

Aparri 30.09 70

Manila 19 a.m. 30.04 62

Legaspi 29.99 75

Boacod 9 a.m.

Iloilo 29.99 80

Cebu 29.95 83

Labuan 29.92 84

Hongkong Observatory, February 21st, 1912

1. Barometer, reduced to 32 degrees Fahrenheit at the level of the sea in inches, tenths and hundredths.

2. Temperature, in the shade, in degrees Fahrenheit.

3. Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. Direction of Wind, to two points.

5. Force of Wind, according to Beaufort Scale.

6. State of Weather, by blue sky, a detached cloud, a drizzling rain, fog, a gloom, a hail, lightning, or overcast, passing showers, a squally rain, a snow, a thunder, a visibility, a dew (wet), a rain in inches, tenths and hundredths.

Hongkong METEOROLOGICAL REGISTER.

Hongkong Observatory, February 22nd

Barometer 30.00 30.12 30.03

Temperature 60 62 63

Humidity 89 89 84

Wind Direction East NW

Force 3 1 0

Weather Rain 0 0 0

Lowest open air Temperature on 21st, 63

Lowest open air Temperature on 21st, 58

HONGKONG TIDE TABLE.

From 23rd to 27th February, 1912.

High Water. Low Water.

Days of Week. Days of Month. H'kong Mean Time. Height. H'kong Mean Time. Height.

Fri. 23 m 0 1 5 m 6 23

Sat. 24 m 0 25 5 m 6 23

Sun. 25 m 1 1 5 m 7 38

Mon. 26 m 2 14 5 m 7 38

Tues. 27 m 3 22 5 m 7 38

Wed. 28 m 4 29 5 m 7 38

Thurs. 29 m 5 33 5 m 7 38

29 m 6 40 5 m 7 38

29 m 7 47 5 m 7 38

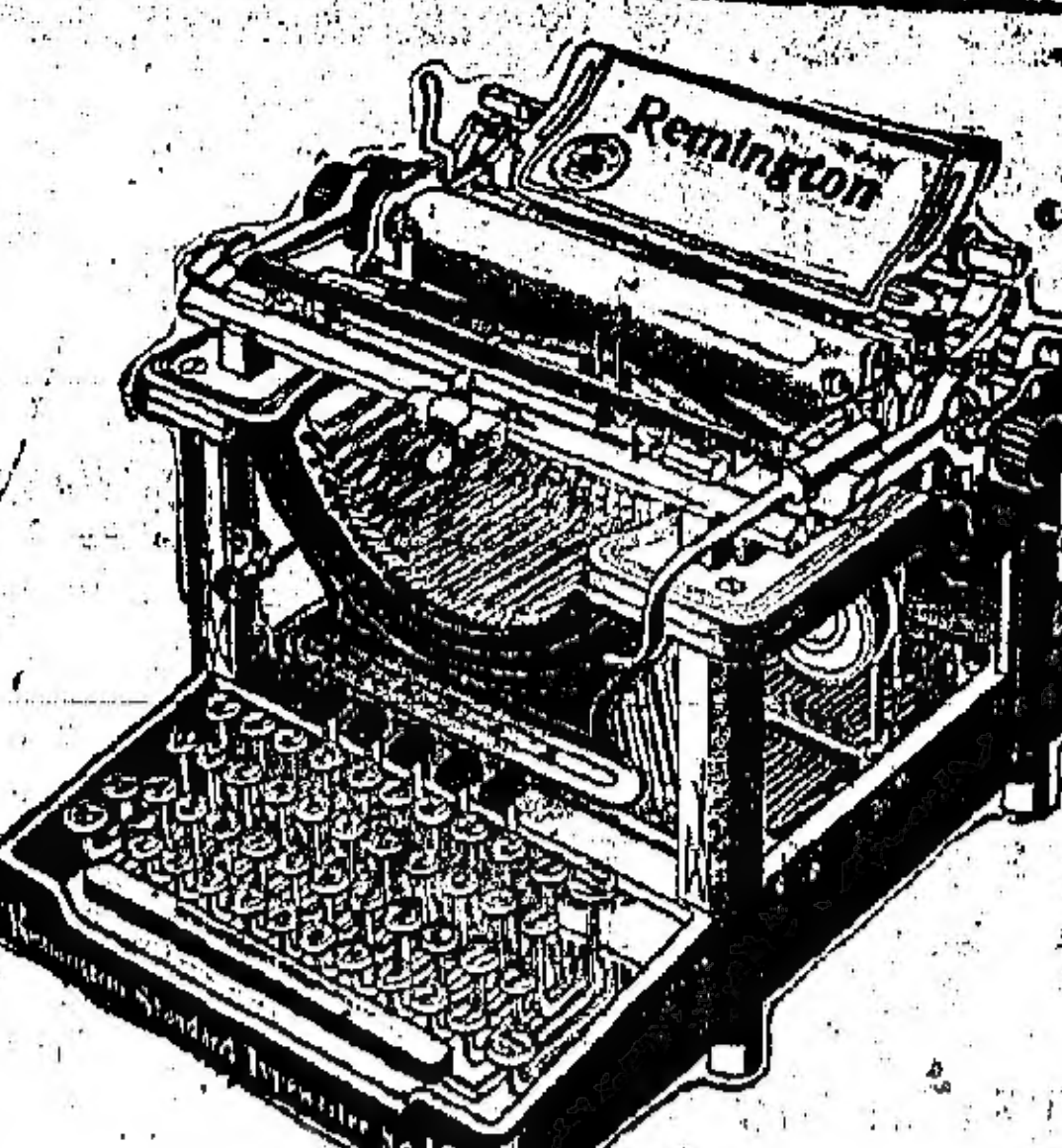
29 m 8 54 5 m 7 38

29 m 10 01 5 m 7 38

29 m 11 08 5 m 7 38

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10 p.m. "KINSHAN."	5 p.m. "FATSHAN."

SATURDAY, 24th FEBRUARY, 1912.

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S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sunday at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays, at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 25th FEBRUARY.

The Company's Steamship

"HEUNGSHAN."

will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 7.30 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday leaving at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This steamer connects with the excursion steamer returning from Macao at 7.30 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOL-SANG," 457 tons. Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUHOW LINE.

The s.s. "SAINAM" and "NANNING" will run as usual. S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Hongkong Hotel. [143]

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SHANGHAI.	FOR KOWLOON.	FOR SINGAPORE.
* TIENSIN via SWATOW & CHEFOO "CHIPSING" ... Saturday, 24th Feb., Noon.	* SINGAPORE, PENANG & CALUTTA "LAISANG" ... Saturday, 24th Feb., Noon.	* SINGAPORE, PENANG & CALUTTA "LAISANG" ... Saturday, 24th Feb., 2 p.m.
* MANILA ... "YUENSANG" ... Saturday, 24th Feb., 2 p.m.	* SINGAPORE and PENANG ... "HOPSANG" ... Sunday, 25th Feb., 2 p.m.	* MANILA ... "LOONGSANG" ... Saturday, 2nd Mar., 2 p.m.
* SHANGHAI, KOBE & MOJI ... "FOOKSANG" ... Thursday, 7th Mar., Noon.		

RETURN TOURS TO JAPAN.

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe, Inland Sea and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on through Bills of Lading to Yagtsuo Forts, Tsingtau, Weihaiwei, Chefoo, Genlsin and Newkwang.

Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

Hongkong, 21st February, 1912. GENERAL MANAGERS. [115]

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "FAZILKA," 4,152 tons, Captain W. E. Whittingham, R.N.R., due at HONGKONG from RANGOON on 27th Feb., will be despatched for YOKOHAMA and KOBE on the 28th Idem, at Noon, taking Cargo and Passengers at Current Rates. To be followed by the S.S. "MUTTRA," 4,644 tons, Captain J. B. O'Sullivan.

WESTWARD.

The S.S. "FULTALA" will leave HONGKONG for SINGAPORE, PENANG and RANGOON on the 7th March, 1912, followed by the S.S. "FAZILKA." The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences. For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

Telephone No. 215. Hongkong, 16th February, 1912. AGENTS. [237]

"SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED HOMEWARD SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR LONDON & ANTWERP.	FOR STRAMERS.	DATE OF DEPARTURE.
LONDON, ROTTERDAM & ANTWERP ... "CARMARTHENSHIRE" ... On 4th Mar.		
LONDON & ANTWERP ... "GLAMORGANSHIRE" ... On 15th Mar.		
LONDON & ANTWERP ... "DEN OF GLAMIS" ... On 31st Mar.		

Most Steamers have excellent accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged.

* Does not take Passengers. For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

Hongkong, 16th February, 1912. AGENTS. [59]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS.	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EASTERN EMPIRE ...	8th March	Saturday, 2nd March. Saturday, 30th March.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITAROEM	JAVA	First half of March.	JAPAN	First half of March.
TJIPANAS	JAVA	First half of March.	JAVA	First half of March.
TJIBODAS	JAVA	First half of March.	SHANGHAI	First half of March.
TJIMANI	JAPAN	First half of March.	JAVA	First half of March.
TJILIWONG	JAVA	First half of March.	JAPAN	Second half of March.
TJIMANOEK	JAVA	First half of March.	JAPAN	Second half of March.
TJILATJAP.	JAVA	Second half of March.	SHANGHAI	First half of April.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor. Hongkong, 7th February, 1912.

Telephone No. 375.



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI ...	4000	S. Crosby	Manila, Mangarin, Iloilo and Cebu	On 29th Feb., 4 p.m.
ZAFIRO ...	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 11th Mar., 4 p.m.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers. Hongkong, 21st February, 1912. PHILIPPINES S.S. Co. [13]

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILING.
SHANGHAI, YOKOHAMA, KOBE and MOJI ...	"PEKING"	6,500	About 5th April

For Freight and Further Particulars, apply to ARTHUR NILSSON & Co.,

40] YORK BUILDINGS, Top Floor.



TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHYO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 526.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG.

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THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East: 16, DES VOEUX ROAD, HONGKONG.

SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATSE STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

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AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

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A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE

Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.

THE VOLUME which consists of 46 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwallin, is dedicated to Sir ROBERT HALL, G.C.M.G., and Dr. A. BENNETT.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at home.

Well bound in Yellow Cloth with Chinese Emblem in Gold.

SCOTCH WHISKY.

SOLE AGENTS IN

SHIPPING

ARRIVALS.

DANDANU, Dutch str., 4,354, Audenburg, 22nd Feb.—Liverpool 15th Jan., General—Butterfield & Swire.
 FRI, Norwegian str., 850, C. Wagle, 22nd Feb.—Saigon 16th Feb., General—Asgaard, Thorsen & Co.
 HAINUN, British str., 641, A. H. Stewart, 22nd Feb.—Swatow 21st Feb., General—Douglas, Lapraik & Co.
 HUPSH, British str., 1,207, Tucker, 22nd Feb.—Daly 16th Feb., Beans oil and General—Butterfield & Swire.
 KNIGHT, Companion, British str., 4,195, John Kindall, 21st Feb.—Philadelphia 24th Dec., Cass oil—Standard Oil Co.
 KEBUN, British str., 5,871, Conrad, 21st Feb.—Liverpool 7th Jan., General—Butterfield & Swire.
 LINAN, British str., 1,250, C. C. Williams, 21st Feb.—Shanghai 18th Feb., General—Butterfield & Swire.
 TAIWAN, British str., 1,234, McKee, 21st Feb.—Saigon 14th Feb., Rice—Onder.
 TAKON MARU, Japanese str., 1,142, J. Kawasaki, 22nd Feb.—Port Arthur 15th Feb., Coal—Mitsui Bussan Kaisha.
 YOKOK, German str., 8,909, J. Randemann, 22nd Feb.—Hamburg 11th Jan., Mails and General—Melchers & Co.

DEPARTURES.

HAIYANG, British str., for Swatow.
 SHANTU MARU, Japanese str., for Nagasaki.
 SHINRI MARU, Japanese str., for Moji.

PASSENGERS.

ARRIVED.

For Linan, from Shanghai, Mr and Mrs Potter, Capt. Rifen and Mr. Samson.
 For Yoch, for Hongkong, from Hamburg, Mr and Mrs K. Messner, Mr P. Bort, Mr and Mrs G. Lehmann, and Mr J. C. Cunha; from Southampton, Mr. W. H. Bitchenough; from Genoa, Mr and Mrs E. Steiger, Consul Dr. and Mrs. H. Meyer, Consul and Mrs. Otto Gensler, Miss O. Nielsen, Mr A. G. Barber, Mr H. Bjar, Mr Paul E. Blum, Dr. Kermann Bay, Mr M. Kram, Miss B. Blum, Sister M. Schwidler, Mr M. Grubel, Mr Kumbert Schindler, Mr P. G. White, from Naples, Miss M. P. Waterman; from Port Said, Mr and Mrs J. D. Whelpley, Mr C. F. Osborn, from Colombo, Mr E. Kardy, from Penang, Misses Morris (2), and Daulup; from Singapore, Mr and Mrs G. Kommeziat, Mr L. Peil, Mr C. F. Meyer, Prof. Stenger, Consul Stenger, Mr and Mrs F. S. Kary, Mr A. S. Burd, Mrs W. Kesting, Mr and Mrs S. K. Woodburg, Mr and Mrs H. F. Morrison, Mr K. K. E. Balch, Mr J. E. Bird, Miss M. H. Balch, Mr E. W. Kesting, Mr W. G. Newby, Mr H. B. Hughes, Misses T. de L. Duncan and Van Boucholt.

DEPARTED.

For Derfflinger, for Singapore, Mr and Mrs Gant, Mrs Murchison, Mr and Mrs Linvill, Mr D. G. Chelmon, Dr. E. G. Jones, Dr. Nielsen, Mr C. K. Oba and Mr T. C. Martin; for Colombo, Mr W. Ferdinandes; for Genoa, Mr O. Vorster, Mrs Herforth and Mrs Muller; for Alvier, Mr H. Olmichen; for London, Mr V. E. T. de Marney and Mr P. Hardmann; for Southampton, Mrs Walli, Mr and Mrs Robertson.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The P. M. S.S. Co. str. *Mongolia* from San Francisco sailed from Yokohama on the 13th inst. en route to Hongkong, and is due to arrive at Hongkong to-day.
 The T.K.K. str. *Nippon Maru* sailed from Yokohama on the 19th inst. for Hongkong, and is due to arrive at this port on or about the 26th inst.
 The T.K.K. str. *Tenyo Maru* sailed from Honolulu on the 12th inst., and is due to arrive at Hongkong on the 4th prox.
 The P. M. S.S. Co. str. *Persia* sailed from San Francisco on the 13th inst. for Hongkong, and is due to arrive at this port on the 12th prox.
 The T.K.K. str. *Shinyo Maru* will be despatched from San Francisco on the 28th inst. for Hongkong, and is due at this port on or about the 30th prox.
THE AUSTRALIAN MAIL.
 The I.G.M. str. *Prinz Sigismund* left Sydney on the 10th inst., at 11 a.m., and may be expected here on or about the 4th prox.
 The C. P. & S. Co. str. *Monteagle*, left Vancouver B. C. for Hongkong (via usual ports of call) on Wednesday, the 7th Feb., at p.m.
THE INDIAN MAIL.
 The *Arcton* str. *Arcton* from Calcutta left Singapore on the 17th inst. morning, and may be expected here to-day.
MERCHANT STEAMERS.
 The N.Y.K. str. *Colombo Maru* (Bombay Line) left Bombay for this port via Singapore on the 9th inst., and is expected here on the 27th inst.
 The P. & O. S. N. Co.'s str. *Bunga* left Singapore for Kobe on the 15th inst., at 8 a.m., and is due there at noon on the 27th inst.
 The str. *Facilia* left Singapore for Hongkong on the 21st instant morning, and is due here about the 27th inst.
 The str. *Glennard* passed the Suez Canal on the 6th inst., and is due here on or about the 7th prox.
 The T.K.K. str. *Duyo Maru* sailed from Honolulu on the 28th inst. for Hongkong, and is due to arrive at Hongkong on the 25th prox.
 The "Mogul" Line str. *Montrose* left United Kingdom on the 28th ult. for Hongkong and Far East via the Straits.
 The Bank Line str. *Orotica* sailed from Vancouver on the 1st inst. for Yokohama en route for Hongkong, where she is due to arrive at Yokohama on the 18th inst.
 The str. *Wilkes* left Tacoma on the 29th ultimo for Hongkong and Manila via Japan ports.

GLEN LINE (McGREGOR, GOW & CO., LIMITED).

THE Steamship
 "GLENLOCHY"
 Captain F. T. Jones, will be despatched for LONDON and ANTWERP on or about the 12th March.
 For freight and passage, apply to
 SHEWAN, TOMES & Co., Agents.
 Hongkong, 13th February, 1912.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

VESSELS ADVERTISED AS LOADING.

SECTIONS		VESSELS		FLAG & REG.		CAPTAIN.		FOR FREIGHT APPLY TO		TO BE DESPATCHED	
1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier	3. From Blake Pier to Naval Yard	4. From Naval Yard to East Point	DESTINATION	VESSEL'S NAMES	FLAG & REG.	SECT.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED	
LONDON, &c. VIA USUAL PORTS OF CALL	LONDON, ROTTERDAM & ANTWERP	LONDON & ANTWERP VIA SINGAPORE, &c.	LONDON & ANTWERP	LONDON & ANTWERP	ASSAY...	Brit. str.	1	G. W. Cookman, R.N.R.	P. & O. S. N. Co.	On 2nd Mar., at Noon	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	CANMATHENSHIRE...	Brit. str.	1	E. F. Dady, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	NILE...	Brit. str.	1	F. T. Jones...	P. & O. S. N. Co.	About 6th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	GLENLOCHY...	Brit. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	SPEZIA...	Ger. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	GOLDENFELT...	Ger. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	SUNYA...	Ger. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	DELORAVIA...	Ger. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	ANDRIA...	Ger. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	KANO MARU...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	AKI MARU...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	PREUSSEN...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	SACHSEN...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	INARA MARU...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	MEXICO MARU...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	TACOMA MARU...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	KANONGA...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	NIPPON...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	JESSEN...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	EMPEROR OF JAPAN...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	HEROULES...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	MONTEAGLE...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	NILE...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	MONGOLIA...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	NIPPON MARU...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	COLENZ...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	EASTERN...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	NIKKO MARU...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	FAKIMA...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	AUSTRIA...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	KAGA MARU...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	PRINZ SIGISMUND...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	KUMANO MARU...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	BUTO MARU...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	TSUBAKI...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	KUICHOW...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	CHUPSHING...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	YOKOK...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	KWONGKANG...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LYNAN...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	ARRATON APCAR...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	KIRIN MARU...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	NUBIA...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	COLOMBO MARU...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	INDIA...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	AFRICA...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	FOOKANG...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	BEIRAVIA...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	PEKING...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	TSUBODAS...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	KAIKO MARU...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	SOSUO MARU...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	HAIYUN...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	YUNHANG...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	TAKING...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	RUHI...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LOONGKANG...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	P. E. FRIEDRICH...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	OSTREICH...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	ZABINO...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	TSIPATAS...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	CEYLON MARU...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LAHANG...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	HOBONG...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	GRANDY APCAR...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	FRUITA...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	BORNEO...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	STONKANG...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	
LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	LONDON & ANTWERP	SE-KIANG...	Jap. str.	1	F. T. Jones...	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.	

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
MANILA, NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP, and HAMBURG...	"P. E. FRIEDRICH," Capt. M. MALCHOW, 16,000		Tuesday, 5th Mar., at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA...	"YORCK," Capt. J. RANDELMANN, 17,000		5 P.M. 23rd Feb.
MANILA, YAP, ANGAUR, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE...	"COLENZ," Capt. L. KLUGHIST, 6,750		Saturday, 24th Feb., at 10 A.M.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NUBIA	INDIA	About 27th Feb.	Freight and Passage.
AND YOKOHAMA	Capt. F. J. Fox		
SHANGHAI	INDIA	About 1st March	Freight and Passage.
	Capt. G. W. Gordon, R.N.R.		
ONDON VIA USUAL PORTS	ASSAYE	Noon	See Special Advertisement.
LOF CALL	Capt. G. W. Cookman, R.N.R.	2nd March	
LONDON and ANTWERP	NILE	About 6th March	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Capt. E. F. Dady, R.N.R.		

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 23rd February, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
AMOI, WEIHAUWEI & TIEN-TSIN	"KUEICHOW"	On 23rd Feb., 4 P.M.
SHANGHAI	"LINAN"	On 24th Feb., 2 P.M.
HAIPHONG (calls Hoihow for mails only)	"BUNGKIANG"	On 25th Feb., 10 A.M.
MANILA, CEBU and LOILO	"TAMING"	On 27th Feb., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU" have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KALFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murrey Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 23rd February, 1912.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH
DEUTSCHE DAMPFSCIFFFAHRTS GESELLSCHAFT "HANSA"

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
OR SHANGHAI, KOBE & YOKOHAMA:	
S.S. BELGRAVIA ... 7th March.	FOR MARSEILLES, ROTTERDAM & HAMBURG:
S.S. SACHSEN ... 18th March.	S.S. AMERICA ... 29th Feb.
S.S. C. FRED. LAEISZ ... 2nd April.	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. SITHONIA ... 10th April.	S.S. SPEZIA ... 3rd March.
S.S. SCANDIA ... 26th April.	FOR HAVRE & HAMBURG:
S.S. BAYERN ... 3rd May.	S.S. GOLDENFELS ... 5th March.
	FOR MARSEILLES, HAVRE, ROTTERDAM & HAMBURG:
	S.S. PREUSSEN ... 14th March.
	FOR HAVRE, BREMEN & HAMBURG:
	S.S. SUEVIA ... 20th March.
	FOR HAVRE & HAMBURG:
	S.S. BELGRAVIA ... 5th April.
	FOR MARSEILLES, HAVRE & HAMBURG:
	S.S. SACHSEN ... 27th April.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 22nd February, 1912.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST DIRECT SERVICE TO TRIESTE,
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUZ and PORT SAID.
S.S. "AFRICA," 8,840 tons, will leave as above on March 19th, 1912, at 5 P.M.
S.S. "KOERBER," 9,900 tons, will leave as above on April 19th, 1912, at 5 P.M.
S.S. "AFRICA," 8,840 tons, will leave as above on March 6th, 1912, at 5 A.M.
Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates, Hongkong-Trieste, Venice, 250 1st, 235 2nd Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.
MONTHLY ORDINARY SERVICE.
S.S. "NIPPON," 13,950 tons, will leave for TRIESTE, Fiume and VENICE, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZ, PORT SAID, about February 22nd.
S.S. "AUSTRIA," 14,300 tons, will leave, YOKOHAMA and KOBE via SHANGHAI about March 1st.
These steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice 245, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.
ROUND THE WORLD TICKETS ARE ISSUED.
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, to North and South America. For information apply to
SANDER, WIELER & Co., Agents,
Hongkong, 21st February, 1912. Princes' Building.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOI AND FOOCHOW AND RETURN.

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	SUNDAY, 25th Feb., at 10 A.M.

For SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart ... FRIDAY, 23rd Feb., at 11 A.M.
TUESDAY, 27th Feb., at 11 A.M.
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS, LARRAIK & Co.,
GENERAL MANAGERS

Hongkong, 22nd February, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS

"NIPPON MARU"

Speed 18 KNOTS, Displacement 11,000 TONS.

Between HONGKONG and SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TERUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—BUYO MARU, HONGKONG MARU and KIYO MARU.

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
NIPPON MARU	A. G. Stevens	FRIDAY, 8th March, NOON.
TENYO MARU	E. Bout	FRIDAY, 15th March, at Noon.
SHINYO MARU	H. S. Smith	FRIDAY, 9th April, at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 7th May, at Noon.

STEAMER	TONS	DATE OF SAILING.
BUYO MARU	10,500	TUESDAY, 9th APRIL, NOON.
HONGKONG MARU	11,000	FRIDAY, 7th June, at Noon.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st and 2nd Classes) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 28th FEB., 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s Agent.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAYAND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA	"TACOMA MARU"	6,178	TUESDAY, 16th April, at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	"MEXICO MARU"	6,064	TUESDAY, 5th March, at 1 P.M.
	"CANADA MARU"	6,064	SATURDAY, 30th March, at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland and San Francisco:

From Manila	G. \$130.00
From Hongkong, Shanghai and Keelung	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	G. \$95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Wool and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING via SWATOW and AMOI	"SOSHU MARU"	SUNDAY, 25th Feb., at 8 A.M.
TAMSUI via SWATOW and AMOI	"KAIJO MARU"	SUNDAY, 25th Feb., at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

772-773

S. HIROI,
MANAGER

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	KAMO MARU Capt. F. L. Sommer	9,000	WEDNESDAY, 28th Feb., at Daylight.
	AKI MARU Capt. K. Homma	7,000	WEDNESDAY, 13th Mar., at Daylight.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	INABA MARU Capt. Tomimaga	7,000	TUESDAY, 27th Feb., at Noon.
	TAMBA MARU Capt. K. Noda	7,000	TUESDAY, 26th Mar., at Noon.
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU Capt. K. Kon	7,000	SATURDAY, 23rd Mar., from Kobe.
SYDNEY and MELBOURNE, via MANILA, CEBU, SINGAPORE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 15th March, at Noon.
	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 12th April, at Noon.
BOMBAY via SINGAPORE, COLOMBO	CEYLON MARU Capt. Tozawa	6,000	MONDAY, 4th March.
KOBE and YOKOHAMA	KAGA MARU Capt. M. Hagino	7,000	THURSDAY, 29th Feb., A.M.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU Capt. M. Winkler	6,000	WEDNESDAY, 13th Mar., at Noon.
SHANGHAI & KOBE	KIRIN MARU Capt. Deguchi	4,000	MONDAY, 26th February.
SHANGHAI, MOJI & KOBE	COLOMBO MARU Capt. J. Teranaka	5,000	WEDNESDAY, 28th February.

Fitted with New System of Wireless Telegraphy. Carries Deck Passengers. Cargo only

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE.

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong—

"TENSIN MARU," 4,000 tons, Capt. Hori, February 24th.

1912 PASSENGER SEASON 1912

STEAMER	TONS	CAPTAIN	FROM HONGKONG
KAMO	9,000	F. L. Sommer	February 28th.
AKI	7,000	K. Homma	March 13th.
MISHIMA	9,000	A. C. Moses	March 27th.
KAGA	7,000	M. Hagino	April 10th.
ATSUBA	9,000	Wm. Thompson	April 24th.
HITACHI	7,000	T. Yamawaki	May 8th.
MIYASAKI	9,000	T. Muri	May 22nd.
STEAMER	TONS	CAPTAIN	FROM HONGKONG
INABA MARU	7,000	S. Tomimaga	February 27th.
TAMBA	7,000	K. Noda	March 26th.
SANUKI	7,000	S. Tomimaga	April 9th.
AWA	7,000	T. Iizawa	April 23rd.
INABA	7,000	S. Tomimaga	May 7th.

For further information, apply to—

T. KUSUMOTO, MANAGER.

(12-15-41)

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, & C.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSHILLES & LONDON	Due MARSHILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)		
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE	7500	March 2	MOREA	11000	March 30	April 5
INDIA	8000	March 16	Through Steamer		April 13	April 19
DEVANHA	8000	March 30	MOLDAVIA.....	11000	April 27	May 3
DELTA	8000	April 13	MALOJA	12500	May 11	May 17
ASSAYE	7500	April 27	MONGOLIA.....	10000	May 25	May 31
OCEANA	7000	May 11	MALWA	11000	June 8	June 14
DEVANHA	8000	May 25	CHINA	8000	June 22	June 28
DELTA	8000	June 8	MACEDONIA.....	10500	July 6	July 12
ARCADIA	7000	June 22	MOREA	11000	July 20	July 26

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £105.14 RETURN.

2nd " £48.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave	Due
	HONGKONG	LONDON
NILE	TONNAGE	about
NILE	7000	March 6
NUBIA	6000	April 3
SUMATRA	5000	April 17
YAMU	7000	May 1
PALAWAN	5000	May 15
BORNEO	5000	May 29
SYRIA	7000	June 12
NORE	7000	June 26

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55.0 SINGLE, £82.10 RETURN.

2nd " £38.10 " £57.4 "

For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

1085

